

NOVEMBER, 1963

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE



The Future of Transportation Page 23

THE TEAMSTERS SALUTE



NORFOLK

NORFOLK, Virginia, 45th-ranking U. S. city with a 1960 census of 282,600, is top-rated as a pioneer city in slum clearance and urban renewal. "Redevelopment" was a new word when Norfolk plunged into a program which now has seen shanties disappear and a brilliant, multi-million-dollar skyline appear where flophouses and beer parlors once prevailed.

"The Golden City of the South" is the center of a six-city complex, the largest population and purchasing cosmopolis between Washington and Miami. Tempered by Atlantic Ocean and Chesapeake Bay breezes, Norfolk is warmed in winter, cooled in summer. The area is attracting more and more retired Navy people who now, in their mellow years, appreciate the "New Norfolk" as much as they detested the old wartime Norfolk, crowded multi-times over its reasonable capacity.

But Norfolk continues in peacetime to be the naval capital of the free world and is headquarters of Supreme Allied Commander, Atlantic. Industry revolves around ships and shipping, auto assembly,

fertilizer production and the commercial fisheries and processing plants. Serving the city are Norfolk's Teamsters, members of Joint Council 83.

Norfolk is the center of an area which combines the best in vacation fare, including swimming, fishing and boating in both salt and fresh water, with historical high spots from the nation's colonial past. Nearby is restored Colonial Williamsburg, Yorktown, Jamestown and many other interesting sites.

Nearing completion is the \$200 million bridge-tunnel project across the mouth of Chesapeake Bay; a 17½-mile engineering marvel which will link the Delaware-Maryland-Virginia peninsula with mainland Virginia outside of Norfolk. This will considerably shorten the highway route north and south on the Atlantic seaboard since it will no longer be necessary to "detour" the Chesapeake Bay.

Levelled by warfare in the American Revolution, Norfolk rose again. Today's Norfolk, levelled by slum clearance in late years, is rising again as a vital and beautiful city, well-deserving of this month's most hearty Teamster salute!

American Cities—No. 45 in a Series



Twenty-Two Motorcades From 35 States Call on Capitol Hill

Not for many a year has Washington witnessed a grassroots lobbying effort such as the procession of DRIVE motorcades of 1963.

All told, there were twenty-two motorcades, representing thirty-two states.

First of the year arrived toward the end of a blustery March in the nation's capital.

As the buses and planes kept arriving through Spring and into Summer, DRIVE ladies tip-tapping heels up the Capitol steps were wearing hot-weather gear for Washington's humid "dog days."

Before the procession ended, the DRIVE ladies were back in woolen suits and scarves as Winter moved in and the last motorcade bade farewell to the capital on November 1.

Through the chill of early Spring, the heat of Summer, the nip of Fall and the bite of early Winter, a total of 2,202 DRIVES ladies had made a total of 284 visits to members of Congress.

They asked each member visited to give his stand on 15 pieces of pending legislation of prime concern to Teamster families.

The results of the survey they conducted will be of infinite value in DRIVE's legislative program and in assessing candidates during coming elections.

The motorcades followed a pattern which proved immensely effective:

Before leaving home, they received fact sheets giving concise, definitive information on the issues they would be discussing.

On arrival in Washington, they attended a seminar, later were briefed in depth on issues by DRIVE Director Sidney Zagri. Then, the schedule called for visits to Congress, with one member in each group recording the Congressman's reply on each issue.

There were luncheons with members of their Congressional delegations and, on the final night, a spokesman for each group made a report on their findings to a banquet meeting.

In between, believe it or not, the DRIVE ladies found time for sight-seeing and visits to famous landmarks. They were also treated to dinner and entertainments in some of the capital's leading restaurants.

For 2,202 Teamster wives it was a memorable year.

And they've been busy spreading the words on what they learned to the folks back home in follow-up meetings. In short time, their message will multiply at least a hundred fold to reach a minimum of a quarter of a million Teamster members and their families.

End: The DRIVE Motorcade Success Story of '63!

Retired Members Active in DRIVE

Retired Teamster members are among most active DRIVE participants. A number of charters already have been issued to Retired Members' Chapters, and more are on order.

Latest reports of activity by retirees come from Pittsburgh, San Francisco, and San Diego.

Retirees realize current proposals in Congress actually would threaten pension programs, wiping out benefits. They also are deeply concerned over Medicare legislation, providing health and hospital insurance through Social Security.

Retired members who would like information on setting up chapter in their community may write: DRIVE, 25 Louisiana Ave. N.W., Washington 1, D. C.

Long Termers Won't Leave!

Sen. Frank J. Lausche, Ohio Democrat, ridiculing proposals that Congressional salaries be increased to keep legislators from leaving Congress for private business!

"If you came in here with a shotgun you couldn't get the members of the Senate and House out of the Capitol."

President Hoffa Talks About the 'DRIVE Reporter'

Nothing is more important to the Teamster family today than the story of what is going on in the halls of Congress.

DRIVE Reporter tells that story in brief, easy to read language.

This is a story that should be in every Teamster home. And it can be there, if you will sign up in DRIVE. That makes you a regular subscriber to the DRIVE Reporter, with information concerning your job and your family that you can't buy anywhere.

Be informed. Be ready to act to protect Teamster jobs. Be a DRIVE Reporter reader. Join me in DRIVE today.



James R. Hoffa

DRIVE Declaration (From Front Page Story)

Declaration of Principles

- * Social Security pensions at age 60.
- * A Minimum wage of not less than \$1.50 an hour for all — no exceptions.
- * The right to a job or unemployment insurance 52 weeks a year, covering at least two-thirds of the individual's income.
- * Tax reduction in lower income bracket — \$1,000 exemption for each dependent.
- * Housing — An expanded program of slum clearance and low-cost housing with adequate safeguards to prevent the creation of new slums.
- * Federal Aid to Education — guaranteeing every child an opportunity to receive the training and education of his choice.
- * A Medicare program through Social Security.
- * A 35-hour work week with double time paid by first and second employer (to eliminate moonlighting.)
- * Repeal anti-strike legislation and preserve free collective bargaining.
- * Protect the constitutional rights of all citizens from governmental and private interference.



James R. Hoffa
PRESIDENT
Sidney Zagri
DIRECTOR
William J. Miller
EXECUTIVE DIRECTOR

Additional Endorsers Inside

BEHIND THE SCENE

LEGISLATIVE ROUND-UP

(Continued from Page A-16)

DRIVE to revise this section or support H. R. 5201, a bill backed by the ICC.

No Rights Bill, No Tax Cut

In other Congressional developments, everyone recognizes civil rights and a tax cut are dead for this year.

The Teamsters-supported bill to revise harsh restrictions of Landrum-Griffin on union bonding will be reported shortly by House Labor Committee. Hearings have not been held in the Senate.

The House Ways and Means Committee has set hearings on Medicare, but it has no chance of passage this year. Outlook for next election year, however, is good for medical insurance under Social Security (Medicare).

Compulsory arbitration of labor disputes remains an issue in this Congress. A precedent and pattern were set in the "one shot" compulsory arbitration forcing settlement of the rail labor issue. Already anti-Teamster elements, looking forward to union's national bargaining, are crying for "a law." (See Editorial, Page 2.) A bill by Senator Curtis of Nebraska already has been introduced to set up a pattern for compulsory arbitration of issues in trucking industry.

Civil Liberties Still Hot Spot

Civil liberties legislation remains a hot spot, with Atty. Gen. Bobbie Kennedy continuing to push for wire-tap bill and "forced immunity" from Fifth Amendment. Circus hearings featuring Racketeer Valachi were designed to whip up public sentiment for such measures.

With automation obviously cutting deeper into employment than most "experts" are willing to acknowledge, bills calling for 32-hour workweek take on increasing significance. Such measures are on tap in manpower-study committees in House (under Rep. Holland of Pennsylvania) and in Senate (under Senator Clark of Pennsylvania).

In view of the "legislative lag," the entire government "establishment" is suffering in public esteem.

A balking Congress, lacking the spur from the Executive Department, is beginning to frustrate even its own members.

JFK has been able to get final action on only 7 of his 25 major legislative proposals made last January. And Congress still has not completed action on five of its 11 principal appropriations bills, with the Departments and agencies left out getting along on monthly doles from the Treasury Department based on last year's appropriations.

Most legislators agree that a vacillating attitude on its own legislative proposals by the Executive branch has slowed Congress down, with the administration accused of not pushing its legislative program hard enough to overcome opposition.

An Expert Speaks On Automation

Many lackadaisical folk in management, government and labor insist problems of automation will "take care of themselves."

John I. Snyder, Jr., president of U. S. Industries, Inc., principal manufacturer of automated equipment, is not one of them.

He scoffs at conservative estimates of job losses due to automation, says improved technology is costing nation 40,000 lost jobs a week. Mr. Snyder is concerned over tendency of many "experts" to accept "myths" that everything is going to be all right. He wants action in field.

His concern is underscored by reliable estimates that we will have 17 million unemployed by the year 2000, although Americans will be working an average of 30 hours a week. With a population of 450 million, "working life" will be between ages of 18 and 55.

Breadwinner of that day will need three and one-half times present earnings to maintain today's standard of living.

STRANGE 'LIBERALS' IN SENATE. A move to include the District of Columbia in the federal program to provide welfare aid to children of unemployed workers has been killed in the Senate—with help of some of that body's "stalwart liberals."

The amendment, sponsored by Sen. Abraham Ribicoff (D., Conn.), would have called for matching District funds to bring it under the federal program. Many states are participating.

Washington, which has no self-government, has to depend on Congress as its "city council" to take necessary action.

The Teamsters Union urged support of the amendment, purely for humanitarian reasons.

THE ADMINISTRATION, which talks loud civil rights philosophy, must take responsibility for the defeat of a measure which would mainly have aided Negro children whose parents are unemployed and was defeated by the race issue. Senator Mansfield, majority leader, cast his nod (and his vote) against the amendment, and many "hard core" liberals felt they must go along with the Administration leadership.

IT SEEMS THE TEST for a real liberal would be to provide assistance for helpless, underprivileged children regardless of political maneuvering. Because Washington's population is predominantly Negro, the children involved are mostly Negroes. The Southern bloc got behind Sen. Robert C. Byrd (D., W. Va.), who led the fight to deny children the aid.

YET MANY CHAMPIONS OF CIVIL RIGHTS were recorded as voting against the Ribicoff amendment. Perhaps they believe as Senator Byrd did during the four-hour debate, when he said: "... we'll always have hungry children." Some liberals were ready to accept this sorry assumption and do nothing about it. The roll call vote below tells this story best. Yea vote is for providing aid; nay vote is against the aid. A switch of four "liberal" votes from nay to yea would have won help for children of jobless workers.

FOR (35)

Democrats

Bible (Nev.)	Jackson (Wash.)	Muskie (Maine)
Burdick (N. D.)	Kennedy (Mass.)	Nelson (Wis.)
Cannon (Nev.)	McCarthy (Minn.)	Pell (R. I.)
Clark (Pa.)	McGovern (S. D.)	Proxmire (Wis.)
Dodd (Conn.)	McIntyre (N. H.)	Ribicoff (Conn.)
Gore (Tenn.)	McNamara (Mich.)	Williams (N. J.)
Gruening (Alaska)	Metcalfe (Mont.)	Yarborough (Tex.)
Hart (Mich.)	Monroney (Okla.)	Young (Ohio)
Humphrey (Minn.)	Moss (Utah)	

Republicans

Aiken (Vt.)	Fong (Hawaii)	Prouty (Vt.)
Beall (Md.)	Javits (N. Y.)	Scott (Pa.)
Case (N. J.)	Kuchel (Calif.)	Smith (Maine)

AGAINST (42)

Democrats

Anderson (N. M.)	Hayden (Ariz.)	Randolph (W. Va.)
Bartlett (Alaska)	Hill (Ala.)	Russell (Ga.)
Byrd (Va.)	Johnston (S. C.)	Sparkman (Ala.)
Byrd (W. Va.)	Jordan (N. C.)	Stennis (Miss.)
Ervin (N. C.)	Lausche (Ohio)	Talmadge (Ga.)
Fulbright (Ark.)	Mansfield (Mont.)	Thurmond (S. C.)
Hartke (Ind.)	McClellan (Ark.)	Walters (Tenn.)

Republicans

Allott (Colo.)	Dominick (Colo.)	Morton (Ky.)
Bennett (Utah)	Goldwater (Ariz.)	Mundt (S. D.)
Boggs (Del.)	Hickenlooper (Iowa)	Pearson (Kans.)
Carlson (Kans.)	Hruska (Nebr.)	Saltonstall (Mass.)
Cooper (Ky.)	Jordan (Idaho)	Simpson (Wyo.)
Cotton (N. H.)	Mechem (N. M.)	Tower (Tex.)
Curtis (Nebr.)	Miller (Iowa)	Williams (Del.)

Not voting but announced as paired: Bayh (D-Ind.) for and McGee (D-Wyo.) against, Inouye (D-Hawaii) for and Robertson (D-Va.) against, Church (D-Idaho) for and Holland (D-Fla.) against, Symington (D-Mo.) for and Ellender (D-La.) against, Keating (R-N.Y.) for and Dirksen (R-Ill.) against, Douglas (D-Ill.) for and Young (R-N.D.) against, Brewster (D-Md.) for and Long (D-La.) against, Pastore (D-R.I.) for and Eastland (D-Miss.) against.

Not voting nor paired but announced as for the amendment: Long (D-Mo.), Magnuson (D-Wash.), Morse (D-Oreg.), Mrs. Neuberger (D-Oreg.), Engle (D-Calif.).

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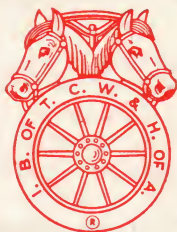
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On Page 23, a SPECIAL STUDY

A Peek into Future Shows Teamsters Will Deal with Transportation Giants



The International Teamster has an average monthly circulation of 1,470,086 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:
Teamsters Union, Office of Public Relations and Publications,
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Issues or Generalities?

IT SEEMS that in each Presidential election, the politicians get in gear a bit earlier, and 1964 is no exception. With the election yet a year away, the newspapers are filled with the speeches of this candidate and that one. And this gives us cause for some serious thinking.

What goes on here, it seems, is that the politicians are out on the stump telling the people on what issues they will run. They are, in fact, outlining the issues to be debated in the election, and this is not their prerogative. Only when we have an apathetic electorate can they get away with this.

An alert electorate and an informed one would instead outline the issues for the politicians. Government is too serious a business to let the politician set forth the rules of the game.

If, in fact, we are disappointed with the response of government to the needs of the people, we have only ourselves to blame. We have not communicated those needs to the Congress and the executive branch and have not made our desires known.

In this issue of the *International Teamster* we have tried to outline a couple of issues in the area of civil liberties which we believe are ones which should be discussed by those who seek the Presidential nomination of their party.

The fact that one of these issues involves me personally is of no importance. What is important is that they involve encroachments upon civil liberties which can affect anyone—not just a Jimmy Hoffa who happens to be unpopular with the present administration.

First, we talk about the Justice Department and its practice of “trial by press release.” This practice has been of concern to several senators and congressmen and has been a subject of discussion on both the Senate and the House. How do the would-be Presidential candidates feel about “trial by press release?” We should know if we take our civil liberties seriously.

Next, in this issue of the magazine, we present an exchange between the Attorney General and a former president of the American Bar Association. This is the case of an inexperienced, young Attorney General becoming impatient with our system of justice because it places certain checks and balances on his political zeal.



This article points out that the Attorney General is at odds with three basic judicial concepts as he tries to turn the civil rights issue to the political advantage of the Administration. Do the current Presidential aspirants believe we should turn to judicial expediency to accomplish a goal—even as important as equality for all—or, is our judicial process to be preserved even in the face of the political implications?

We recently had the spectacle in the Senate of an Attorney General who never as much as served as an assistant district attorney using a mentally ill murderer and dope peddler to tell the American people that we need a wire

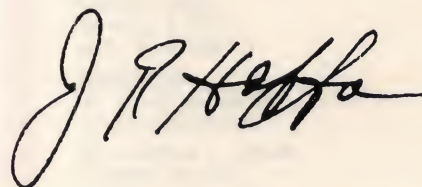
tap law. So pathetic was this that when the hoodlum informer was asked if a wire tap law would help catch criminals, he replied, “No, we’d use code.” The Attorney General’s star witness back-fired.

However pathetic the episode was, nevertheless, has no bearing on the danger of a zealous Attorney General succeeding in getting a wire tap law. How do the Presidential aspirants stand on the issue of wire tapping? We should find out.

Again I say, personalities are not important—whether they be Jimmy Hoffa or Bobbie Kennedy. What is important is that what happens to one or how another uses government to accomplish personal ends is extremely important to everyone.

This is why I say we should define the issues for the upcoming election, issues which are so important to the survival of our democracy.

If we do not, politicians will run away with the rules of the game, and we will have a Presidential campaign based on political generalities which have little relation, if any, to the integrity of a system of freedom which we hold up to the world as a model.



STATE OF THE UNION

Unfairness Hit

Teamster Testimony on Bonding Impresses Congressional Hearing

Teamster Executive Vice President Harold J. Gibbons, told the Roosevelt Subcommittee of the House Labor Committee last month that today's laws set up a double standard of

officials cost 17¢ per \$1,000. Today the cost is \$5.95.

The Teamster Vice President chided the popular image of the banker as a pillar in his community and the

"During the last four years, bank officials in this country have embezzled more than \$50 million, while embezzlements by union officials during the same period amounted to only

Union Officials 28 Times More Honest



Congressmen William H. Ayers, Roman Pucinski, Teamster Legislative Director Sidney Zagri, Teamster Executive Vice President Harold J. Gibbons, and Congressman James Roosevelt discuss inequities of Landrum-Griffin union bonding provisions.

bonding requirements—one for labor union officials and one for others who must be bonded in the performance of their duties.

Gibbons was accompanied by IBT Legislative Counsel Sid Zagri.

Gibbons called Landrum-Griffin bonding provisions "oppressive and discriminatory" and pointed out that a law which was supposed to "protect union funds has hiked the cost of bonding for local unions and the International Union from 17 cents to \$5.95 per \$1,000."

Prior to Landrum-Griffin, a blanket bond on all Teamster employees and

image of the labor leader as an official with his hand in the till. Gibbons pointed out that a recently completed analysis showed that an average of 434 bank officials are convicted for embezzlement per year, while only 26 union officials in the same category make the pokey for stealing.

Gibbons suggested that these figures prove that trade union officials are 28 times as honest as bankers.

Gibbons declared that the bonding provisions were punitive and had no relationship to the realities of risk in the handling of funds.

\$463,000," Gibbons pointed out.

"In 1961, banks paid premiums totaling more than \$23 million, with claims paid of more than \$17 million—a loss ratio of 71.4 per cent. Labor unions paid premiums of \$1,463,000, with claims paid of \$257,000, a loss ratio of 17.6 per cent," the Teamster official said.

"What justification exists for setting up a stringent inflexible bonding code for labor on the one hand, and granting exemptions from bonding to bankers, brokers, insurance executives and other corporate directors?" Gibbons asked the committee members.

To draw the noose around bonding double standards just a little bit tighter, Gibbons stated:

"Trade union officials, on the average embezzle 56¢ per year, and bank officers average \$84.75. On this basis, a union officer is 151 times a better risk than a bank officer."

Gibbons told the Subcommittee that the Teamsters own experience under the punitive provisions of Landrum-Griffin is a *prima facie* case for changing the bonding provisions.

Over a three-year period, Teamsters paid out \$745,000 in premiums, with \$3,000 in losses. Yet, all 231 surety companies on the Treasury list rejected the Teamster business.

Political Pressure

Gibbons hinted that political pressure from a hostile administration could bring this about, at the same time pointing up the weakness of a law which allows surety companies to determine whether or not a duly-elected union official can perform his duties.

The Teamster official complained also that no bank or insurance company or other corporate entity is required to write "faithful discharge of duty" bonds for any of its employees or officers. Yet, labor unions are required to do so, at a surcharge of 25 per cent.

Nor is any bank or insurance company or any welfare or pension fund required to write individual bonds with multiple penalties. Instead, they are allowed to write blanket bonds for all of their officers and employees and provide for all under an aggregate penalty.

Double Standard

Further, Gibbons pointed out, insurance companies and other corporate entities are not required to write bonds at 10 per cent of the net capitalization with a maximum of \$500,000 per officer.

So punitive is the law, Gibbons declared that when Teamsters were having trouble obtaining bonds, the government would not even accept U. S. Savings Bonds in lieu of bonding under a surety firm.

Gibbons called for immediate revision of this double standard, saying that a nation cannot long remain free when it legislates one set of requirements for part of its citizens and another set for the rest of its populace.

JFK Meets Teamsters Wives From Massachusetts Motorcade

Reception in the Rose Garden



President John F. Kennedy, in the White House rose garden, receiving Teamster wives who came to Washington from Massachusetts on a Teamster motorcade sponsored by DRIVE, the political and legislative arm of the Teamsters.

President John F. Kennedy met for a half hour with some 164 Teamster wives in the White House Rose Garden, by previous appointment, in the climax of Joint Council 10 (New England) motorcade.

The Chief Executive had a friendly word and a greeting for each lady individually. He shook hands with each lady, as well as the business agents from the five-state area represented by the delegation.

As the ladies filed into the garden while on a special tour of the White House, JFK stepped out of his office and smiling, walked down the path to greet them.

Each lady, as she shook hands with the President, told him where she was from. JFK smiled and replied, "Glad to see you" . . . "Very happy to see you" . . . "Glad you're here."

There was no formal speech by the President, but as he moved down the line shaking hands he was heard to say: "Such beautiful delegates. . ."

He was conducted down the receiving line by Nick Morrissey, President of Teamster Joint Council 10.

While in Washington, the ladies met Speaker of the House of Representatives John MacCormack, and the former Speaker Joe Martin, along with others. Ted Kennedy was very

much in evidence at various events held for the ladies.

This was DRIVE's 19th motorcade bringing the total number of states represented to 28 and the number of Teamster wives visiting Washington to 1882.

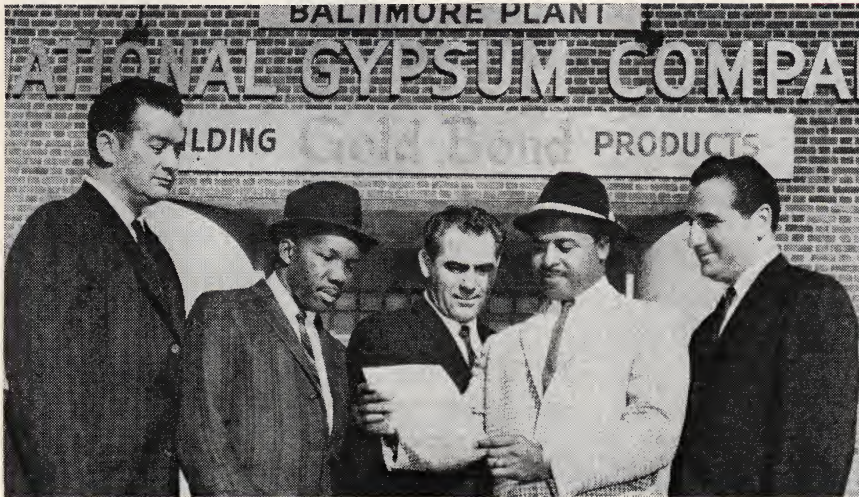
Notice

Article XIII, Section 2 of the International Constitution provides:

"All Local Unions affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, soliciting financial aid or other monetary consideration from sister Local Unions, must first receive official approval and endorsement from the General President."

A Local Union is in violation of this provision of the International Constitution if it solicits any financial aid or other monetary consideration from another Teamster Local Union without first having received the written approval and endorsement of the General President.

National Gypsum Workers Go Teamster At Baltimore



The negotiating committee of Teamster Local 311 scans a letter from a pleased member after winning a 6-month campaign to organize and gain a meaningful work agreement for 186 employees at the Baltimore plant of National Gypsum. Shown (left to right) are: Thomas Zuby, Augustine Johnson, Business Manager Leo Dalesio, Leotus Johnson, and Cosimo C. Abato, attorney.

EMPLOYEES at one of National Gypsum's 65 plants across the country recently decided to "Go Teamster" and ratified a new, improved work agreement.

Organization of the 186 production and maintenance employees at National Gypsum's huge Baltimore, Md., plant began last winter after some of the employees approached Teamster Local Union 311 in Baltimore and proposed affiliation with the International Brotherhood of Teamsters.

The workers, already represented by a local union of the Oil, Chemical and Atomic Workers AFL-CIO, complained that the OCAW had no Baltimore or Maryland representatives and that grievances piled up while they waited in vain for the representative to come in from Philadelphia—but he never came.

Leo Dalesio, Teamster Local 311's business manager, knew that organization would not be easy because OCAW had a contract and because National Gypsum is rated the 230th largest industrial corporation in the U.S. Nevertheless, the campaign got underway.

Local 311 filed a petition for a National Labor Relations Board representation election last March 5. The date was set for March 27.

Dalesio said that in the intervening 2-week period before the balloting,

the company and the OCAW worked together to keep the Teamsters out. Despite a torrent of propaganda, the National Gypsum Baltimore workers cast a majority of votes in favor of the IBT.

OCAW immediately filed objections. After a thorough investigation, the NLRB regional office in April recommended that the OCAW objection be over-ruled. The objections ultimately were thrown out, and Local 311 was recognized as the bargaining

representative of the Baltimore workers.

The second phase of the campaign—getting a contract for the new Teamsters Union members—was equally difficult. Negotiations finally got underway in June despite the company's threat during the election campaign that it would not permit the IBT to negotiate any better wages and conditions than existed in any of the company's other 64 plants around the nation.

Negotiations continued fruitlessly and at mid-July, a mediator was invited in. Later in the month, the workers prepared picket lines and finally had to strike. The company filed unfair labor practice charges; the Teamster local filed charges accusing the company of refusing to bargain in good faith.

More bargaining sessions were held, and finally last Sept. 18, a work agreement was reached.

Dalesio was proud to report that the Teamsters gained their major objective—the broad grievance and arbitration clause as well as substantial wage increases retroactive to May 6. Numerous other contract gains prompted Dalesio to say that the gains "were better than any others throughout National Gypsum's other plants."

He concluded:

"We are sure now that National Gypsum has respect for us. We have no hard feelings and are looking forward to a long, successful relationship with them—a relationship in which their Baltimore plant will be the best plant they have because it is manned by Teamsters."

Flight Engineers Join Teamsters



Shown here is a swing tail turbo-prop freight carrier of the type operated by Seaboard World Airlines where more than 50 flight engineers voted for Teamsters Union representation in a National Labor Relations Board election recently. Henry Breen, director of the Teamsters Union Airline Division, said the new members will be assigned to Local 295 in New York City, John McNamara, president. The NLRB vote was 48 for the Teamsters, 4 for the Air Line Pilots Association (AFL-CIO), and 1 ballot was void.

Teamsters Union Gives \$5,000 To Eugene V. Debs Foundation

General President James R. Hoffa, on behalf of 1.7 million members of the International Brotherhood of Teamsters, recently bestowed a \$5,000 gift on the non-profit Eugene V. Debs Foundation to help in the restoration of Debs' home in Terre Haute, Ind.

Hoffa forwarded an immediate gift of \$2,500. A second contribution of \$2,500 will be made in 1964.

The Eugene V. Debs Foundation was founded in Terre Haute last year by a small group of labor leaders and teachers. Among them was William Coakley, an International Teamsters Union auditor.

Ned A. Bush, Sr., president of the Terre Haute Newspaper Guild AFL-CIO and named executive vice president of the Debs trust, expressed great appreciation to the IBT. He said:

"It is important that the memory and ideals of Eugene V. Debs be preserved through the home which he built and lived in most of his adult life. It is regrettable that work on the Debs memorial was not started until 36 years after his death.

"Eugene V. Debs was one of our greatest Americans, and his impact on the way of American life was great.

Discussing plans for a contribution from the International Brotherhood of Teamsters to the Eugene V. Debs Foundation are General President James R. Hoffa, and Ned A. Bush, Sr., executive vice president for the non-profit foundation. The IBT gave \$5,000 for restoration of Debs' home.



The labor movement as we know it today would not be in existence if there had not been a Debs.

"He was the first to organize an industrial union in this country—the American Railways Union—which cut across craft lines within the industry and put all railroads in one union.

"It was strong and so successful that he was arrested and put in jail by the federal government, and his union disbanded, but his pioneering efforts paid off. Due to this fact, we have many strong industrial unions today."

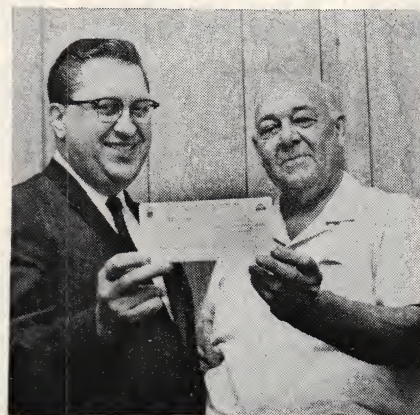
Referring to the Teamsters Union gift specifically Bush said:

"Since the Teamsters Union is the largest union in the country today, it is altogether fitting and proper that the Teamsters join in the work of preserving the ideals and memory of Eugene V. Debs.

"We are deeply grateful to Mr. Hoffa and the Teamsters for their most generous contribution."

Since its inception, the Debs foundation has succeeded in purchasing the Debs home and has begun restoration. The directors hope the home will be ready to open to the general public next spring.

Local 985's First Pensioner



William Bufalino (left), president of Teamster Local 985 in Detroit, is shown presenting a \$1,000 check to Ellis J. Rice, a 23-year member of the International Brotherhood of Teamsters. Rice is the first member to retire from Local 985 of which he has been a member 2 years, transferring from Teamster Local 285 where he was a member 21 years.

• White Collar Victory

Teamster Local 688 in St. Louis, Mo., gained 476 new members early in October when employees of Daily Record Co., chose Teamster representation in a National Labor Relations Board election.

The vote was 290 for the union and 139 against. Local 688 officials said the unit is one of the largest to be organized by any union in St. Louis in recent years.

Daily Record Co., is engaged in cataloging work for the armed services under a U.S. government subcontract.

• Kentile Workers Join

Teamster Local 692 in Long Beach, Calif., has begun negotiations on a work agreement for more than 200 employees of the Kentile Corp.'s new plant in nearby Torrance, Calif.

The Kentile workers voted by a majority of more than 2-to-1 to have the Teamsters represent them. The employees formerly belonged to the United Rubber, Cork, Linoleum, and Plastic Workers Union, but were dissatisfied with their representation and asked for help from the IBT.

Claude Ripley, president of Teamster Local 692, said every worker in the plant, with the exception of one, signed an authorization card.

IBT Files for Elections At 2 Freight Forwarders

The International Brotherhood of Teamsters, on behalf of nearly 75 local unions across the country, has filed separate petitions with the National Labor Relations Board for representation elections at 2 major freight forwarding companies.

One company is the National Carloading Co., headquartered in New York City with a total of 350 dock and office workers, and the other is Springmeier Shipping Co., headquartered in St. Louis, Mo., with approximately 220 dock and office workers.

The employees of both companies are presently members of a railroad union but are dissatisfied with their representation. The workers approached the Teamsters Union several months ago and asked for help because while they were doing the same work as Teamster-represented office and dock employees in the freight forwarding industry, they were earning as much as 50 cents per hour less than the equivalent of Teamster wages. Neither are they covered by any pension plan.

Teamsters Union Executive Vice President Harold J. Gibbons commented on the election filings:

"The work these people are doing rightfully belongs to the Teamsters. Freight forwarding is no longer a railroad operation, and it's about time these employees got out from under outmoded railroad wage patterns."

• Marine Strike Won

Teamster Local 54, the newly-chartered association of marine officers, was successful in winning its first strike—a 1-day recognition walk-out at J. D. Streett Co. & Inc. of St. Louis.

Paul Steinberg, Local 54's executive officer, said deck officers employed on Streett's towboat arrived at the port of St. Louis late one evening and called a strike when union recognition was refused.

Twenty-four hours later, Streett agreed to recognize Local 54 as bargaining agent for the 6 officers employed on the vessel.



Red Kofkin, vice-president of Teamsters 777 for 26-years moves from one cab to another in the campaign of personal contact with Chicago's cabdrivers. In the background is the famous Drake Hotel, and other Teamster representatives and cabdrivers.

Chicago Cab Local Springs Back from Earlier Defeat

LAST MONTH when Teamster Local 777 in Chicago filed representation petitions calling for National Labor Relations Board elections at two of Chicago's big independent cab companies, labor leaders in the Windy City took note.

The filing was especially significant since Local 777 was written off as "dead" two years ago when 5000 taxi employees voted by a slim majority to disaffiliate.

Today, however, more than 1800 cab drivers and inside workers are voluntarily paying \$1 per month dues to retain their membership in the Teamsters, despite having to pay dues to another union. They are waiting patiently for the day they can again vote for Teamster affiliation.

They represent the hard-core of steady cab employees in Chicago. Under their present labor contract, turnover of drivers at Chicago's Yellow and Checker cab companies is approximately 40 per cent per month.

When Local 777 filed for elections as the Abernathy and Jimmy Morgan cab companies, it marked the first time in Chicago history that any labor organization has been successful in obtaining enough show-of-interest cards from these independent cab firms to petition the NLRB to hold a representation election.

Drivers of the two huge "inde-

pendents" have been approached by other unions, but have turned down overtures to join the current "agreement" which turns cabs into mobile sweat shops with a inferior bonus incentive plan and leaves inside workers on a 48-hour workweek at straight time.

Labor leaders are looking for Teamster Local 777 to come back stronger than ever as soon as the current agreement with the other union and the companies expires.

Peter Brunie Dies

Peter J. Brunie, president of Teamster Local 816 in New York City and a member of the IBT more than 50 years, died recently of a heart attack shortly after beginning a vacation.

Brunie originally was a member of Teamster Local 645 in New York City which later became Local 816. He became recording secretary of Local 816 in 1936, and not long afterward was elected vice president from which position he was elected president.

Hoffa Helps Dedicate Escanaba Union Building



General President James R. Hoffa is shown receiving the key to the city of Escanaba, Mich., from Mayor Harold Vanterberghe in ceremonies dedicating Teamster Local 328's new union headquarters hall. Far left is Arnold Alsten, Local 328 secretary-treasurer.

ONE of General President James R. Hoffa's most pleasant duties is that of taking part in the dedication of new Teamster affiliates structures. Every new building means the Union is growing and providing outstanding facilities for the membership.

A recent example was the dedication at Escanaba, Mich., in which Hoffa took a part in connection with Teamster Local Union 328's new headquarters.

Hoffa was joined by the mayor and 500 other guests in the dedication

program. During the ceremonies, Hoffa was given the key to the city.

The new Local 328 building is a new structure added to a remodeled 10-year-old building. The result is a union hall valued at an estimated \$250,000 according to Arnold Alsten, Local 328 secretary-treasurer.

The headquarters has plenty of room for local union offices in addition to a pair of large auditoriums, one able to seat 600 and the other large enough to accommodate 800 persons. There are a pair of kitchens.

Dedication of Teamster Local 328's new headquarters in Escanaba, Mich., officially put the \$250,000 structure into service. It has 2 meeting auditoriums—one large enough to seat 600, the other large enough for 800 persons.



• \$750 Scholarship

A \$750 scholarship given annually by Teamster Local 211 in Pittsburgh this year went to Sandra Shull of Sharon, Pa., who entered Indiana State College this fall.

Richard J. Cozza, chairman of Local 211's steering committee, said the scholarship is now in its 4th year and "is designed to encourage children of members to go to college."

Miss Shull, daughter of W. D. Shull, was a straight A student in high school.

• Charter Member

Guy Clifford, a charter member of Teamster Local 567 in Tacoma, Wash., retired recently after 45 years of work and union membership.

Clifford took his first bread route out in 1918. At that time, bakery drivers belonged to the Bakers Union. It wasn't until 1934 that they were granted a charter by the Teamsters Union.

Clifford was the first president of the local union and held that office for 7 years.

• Southern Election

Teamster Local 984 of Memphis, Tenn., won a significant victory recently when production and maintenance employees at Ronco Foods voted 37-to-12 in favor of Teamster representation in a National Labor Relations Board election.

The minority vote was for the American Bakery and Confectionery Workers Local 149 AFL-CIO which had represented the Ronco employees since 1947.

• Dairy Organized

Teamster Local 941 in El Paso won an important representation election at Price's Creamery when the firm's employees voted 89 to 59 in favor of representation by the International Brotherhood of Teamsters.

The significance of the election conducted by the National Labor Relations Board is that it was the first time any dairy in El Paso had ever been organized. The campaign took about 5 months according to Fred Bone, Local 941 secretary-treasurer.

Teamster Brewery Conference Studies Implications of New Brewing Process

TEAMSTER Brewery Workers from coast to coast are dealing with an entirely new problem called "Concentrated Beer," and are asking the question:

"Will it be a boom—or will it just add new headaches to the king-size woes already created by automation in the industry?"

Federal approval of a new process for the production of beer in concentrated form has been given, and the retail sale of the "reconstituted" product will be permitted beginning December 1, 1963.

The go-ahead signal came from the U.S. Treasury Department after more than three years of study, debate, hearings and behind-the-scenes maneuvers.

A special meeting of the policy committee of the Teamster Brewery and Soft Drink Conference in Chicago last month took up the problem of "concentrated beer" in depth.

Conference leadership is determined to keep a sharp eye on the develop-

ing use of beer concentrates from the outset, rather than be confronted later by problems arising out of the use of new techniques, new procedures, and possible new threats to job security for Teamster members employed in the brewing industry.

The policy committee finished its two-day meeting with a program designed to safeguard jobs, the jurisdiction and the interests of Teamster brewery workers.

Here's how the beer concentrates process works:

Beer is brewed in the same fashion as always. The new process then removes about 75 per cent of the water content from the finished beer. This leaves a heavy beer concentrate which can be shipped at substantially cheaper costs than regular beer and which can be stored for a long period of time without the need for refrigeration.

The concentrated beer can then be "reconstituted," either in the home, at the brewery, thousands of miles from the original brewery.

It is reconstituted with the simple addition of water and carbonation.

It can then be sold in cans or bottles which must be labeled, under Treasury regulations, as "Beer—made from beer concentrates."

On the positive side, the new development makes possible a real drive for new overseas markets for American-made brew, since shipping costs are greatly reduced.

On the other hand, it also makes possible, eventually, a system of "franchised operation" such as prevails in the soft-drink industry. Instead of building multi-million dollar breweries in various parts of the country, the firms could ship the concentrate to small franchised bottling plants in hundreds of cities across the nation, where the water and carbonation would be added and local deliveries made.

Franchising Next

Franchising is not yet permitted by the government regulations, but Brewery Conference leadership is convinced that this is the next goal of the industry.

The concentrates process also permits new methods of storing, aging and production which could, in time, make a substantial dent in present manpower requirements.

The word from the Teamsters' National Brewery & Soft Drink Conference is: "Right now we're keeping a sharp lookout on this, making plans, and determined that we won't let it become a boon for the Employers and a catastrophe for the workers."

Hoffa Appearance Sparks N.Y. Telephone Campaign

General President James R. Hoffa paid a surprise visit to a meeting of New York telephone workers recently. He won a standing ovation and gave a major lift to the entire Teamster organizing campaign among the New York Telephone Company's plant employees.

Hoffa and other Teamster officers appeared at a gathering of 200 key campaign workers last October at a Brooklyn restaurant. He spoke briefly, assuring the telephone employees that they could count on solid support from the IBT in winning a decent contract.

The plant employees are now represented by the Bell System's company union, the Communications Workers of America. Hundreds of rank-and-file employees contacted the Teamsters and asked for help after the Teamsters set up the IBT Communi-

cations Division. The workers said they had been falling further and further behind other industries in pay and benefits. Their weak, company-oriented union had also permitted management to make staggering layoffs as it put more and more automated equipment into service. While telephone workers fell back, the Bell System kept chalking up record profits. The workers were getting an ever-shrinking share.

Hoffa noted that there is general unrest among phone workers from coast to coast. He warned the workers to expect a vicious smear campaign from management and management's hand-picked union before the coming NLRB election between the IBT and the CWA.

Standing ovations were also received by Vice Presidents Harold Gibbons and John J. O'Rourke, along with other Teamster speakers.



Civil Liberties Fund



General President James R. Hoffa and General Secretary-Treasurer John F. English are shown presenting a \$7,500 check to Clarence C. Ferguson, dean of the Howard University law school and former general counsel to the Civil Rights Commission. The money donation was approved by the IBT General Executive Board at its last meeting and will go to a Henry White Edgerton Prize Fund for which \$15,000 is needed to yield an annual scholarship of \$500. Scholarships will be awarded to the outstanding Howard University law school student who, after the first year or two of study, shows the greatest promise in the field of civil rights or civil liberties.

Teamsters Unions Lead All In White Collar Balloting

Teamsters Unions participated in more elections and were more successful in terms of percentage of elections won and numbers of white collar workers organized than any other union during the first 6 months of this year.

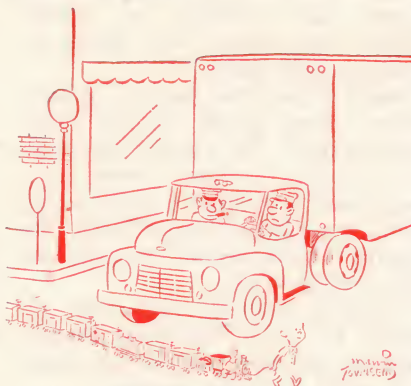
The Bureau of National Affairs, Inc., a private labor reporting service, reported that Teamster local unions won 51 of 73 National Labor Relations Board representation elections in which they took part for a plus mark of 70 per cent. The winning contests involved 545 workers while 445 employees were connected with the losing elections.

One Fifth

All unions combined won 57 per cent of the white collar votes held in the first 6 months of 1963—or-

ganizing a total of approximately 2,500 white collar workers.

Teamsters Unions, in other words, won elections accounting for more than one-fifth of all white collar workers choosing a union in the first half of the year.



Hoffa Credited With Concern For Lowly Paid

AN ANONYMOUS leader of the United Automobile Workers, AFL-CIO, has credited Teamster President James R. Hoffa with willingness to organize lowly paid workers, something the rest of the labor movement is not doing as a matter of false pride.

The compliment came in a discussion among 10 UAW leaders which was recently published by the Center for the Study of Democratic Institutions in Santa Barbara, California. The discussion was led by W. H. Ferry, vice president of the Center, and Paul Jacobs, staff director.

The UAW leader, who was identified only as "UAW #7," stated it this way:

Aren't We Ashamed

"As a matter of fact, isn't there a slight tendency on our part as a labor organization not to want to bother with certain people because it is beneath our dignity as staff representatives to sign a contract with a \$1.35 wage rate in it? Aren't we a little ashamed to have people know that we associate with that sort of agreement.

"This is one of the things that has made Hoffa successful. He will go out and organize car-washers (as an example) and negotiate a contract for \$1.25 an hour, whereas we have a tendency to look only at those who are making \$3 or \$4 an hour so that we can have some pride in the type of agreement that we negotiate. We have been forgetting the guy way down below who is really getting kicked in the face.

"Nobody is doing anything about him except Hoffa."

• Utah Strike Gain

Some 300 members of Teamster Local 222 in Salt Lake City ratified a new 2-year contract to end a strike lasting more than 5 weeks. The agreement included nearly all the provisions originally sought by the union.

The Teamsters—drivers of sand, gravel, and ready-mix trucks in the greater Salt Lake City area—won a 24-cent hourly wage increase, and call-out terms in accordance with seniority.

Congressmen Protest Bobbie Kennedy's 'Trial by Press Release' Operation

The fact that a newspaper, a known favorite of the Justice Department, received a press release and information for publication from the Justice Department on a legal action before it was submitted to the Supreme Court has triggered new charges in Congress against Bobbie Kennedy's "trial by press release" of Teamster General President James R. Hoffa.

Rep. Brock of Tennessee and four other Congressmen took the floor of the House recently in a bitter denunciation of Kennedy's tactics in his attempt to "get" Hoffa.

Before filing a brief requesting dismissal of a stay order in Hoffa's Nashville trial, the Justice Department provided the *Nashville Tennessean* with information contained in the brief, which was filed with the Supreme Court on October 5, 1963 and appeared in the *Tennessean* under the date of October 5, 1963 also.

Prior Notice

As Rep. Brock points out, the deadline of the *Tennessean* is between 12 midnight and 2 a.m., so the *Tennessean* must have received prior notice of what the brief contained to have appeared, in the morning, under the October 5 dateline.

But the Congressmen went into the broader case of the continued vendetta of the Attorney General against the Teamsters General President.

At one point in the discussion, Congressman Cunningham of Nebraska voiced the rising tide of sentiment in the House against the continuance of Bobbie's campaign to "get" Hoffa when he said:

"It strikes me that this matter concerning the International Teamsters Union and the Attorney General is a matter of a personal vendetta on behalf of the Attorney General, and such prejudgment of a case appears to me to be repugnant to American jurisprudence and procedure.

"I hope," Cunningham continued, "that if there is a case it will be tried with dispatch in the regular way rather than through this procedure of press agency and trial by headline."

Congressman Brock's revelation

that the Justice Department had released information concerning the Supreme Court plea to the *Nashville Tennessean* newspaper one day earlier than it filed the plea with the Supreme Court is what infuriated the Congressman.

In making the announcement of the Justice Department's "behind the back" action, Congressman Brock took the House floor to say:

"The basis of our judicial system rests on the fact that we consider a man innocent until proven guilty by a judge or a jury . . . We must depend on self-restraint not only of our press but of our legal profession of law enforcement officers, and of the judiciary itself.

"Mr. Speaker, I have asked for this time to bring to the attention of my colleagues an example of this basic conflict which we have recently seen in the State of Tennessee and to raise certain questions concerning it.

"I have neither the desire nor the justification to defend either side in

the controversy," Brock said. "What I do want to do is to point out an action which I consider unwarranted.

"In September, the defendants in the case filed with the court of appeals a request for a stay of trial which was granted. This move was opposed by the Justice Department and, following the granting of the stay by the court of appeals, the Justice Department decided to move for a modification of the order with the U. S. Supreme Court. This motion was prepared, and received by the Clerk of the Supreme Court on October 5, 1963.

"In the morning newspaper in Nashville on October 5, the same day, a story was printed to the effect that the Justice Department had "asked the U. S. Supreme Court yesterday to require James R. Hoffa to file a petition seeking review of the appeals court ruling by October 11 instead of October 20," Brock revealed.

"Notice that in the newspaper story the word "yesterday" was used. The

Linen Contract Signed



An Area Contract with National Linen Service Corp., covering 634 drivers and 24 branches of the company in the south was signed recently. The 3-year agreement contains general wage increases, reduction of hours, and improved sick leave for members in 15 Teamsters local unions: 61, 71, 79, 270, 327, 391, 402, 509, 512, 515, 592, 612, 621, 728, and 991. Shown at the signing were (left to right): C. W. Johnston, branch manager of New Orleans; S. A. Hiatt, director of personnel, Atlanta, Ga.; Charles D. Winters, president of Teamster Local 270 and chairman of the Negotiating Committee, and R. Loy Young, of Teamster Local 61, member of the committee.

story is written as if the brief were filed on October 4. However, it was not. In fact, it was filed on the morning of the 5th of October, whereas the deadline for the *Nashville Tennessean* could not possibly be later than between 12 o'clock midnight and 2.

"Thus the newspaper must have received word from the Justice Department on this request prior to its time of filing," Brock continued.

"It seems to me that such a release in the press would indicate a certain lack of propriety on the part of the Justice Department. Whether they had adequate justification for the motion or not has no bearing on the situation.

"What is important is that, of all people, the Attorney General should

Congressman Oliver Bolton of Ohio took up the debate then with a compliment to Brock for bringing the matter to the attention of the House to "equal justice for all at all times."

Congressman Tollefson of Washington state expressed "surprise" at Brock's recounting of the Justice Department flim flam artists.

Recounting his own experience as a prosecutor, Mr. Tollefson said that the "bench and bar both frowned upon this practice of trying a case in the newspapers. The courts especially were critical.

"If there was any indication at any point during the course of the criminal action that the prosecuting attorney had anything to do with unfavorable publicity to the defendant he would be chastised very severely.

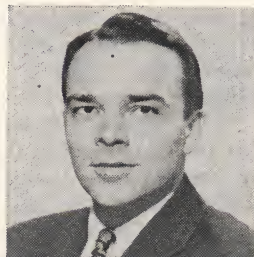
Concerned about Bobbie



Rep. Brock
Rep. Cunningham



Rep. Tollefson



Rep. Bolton
Rep. Derounian



be most aware of the need for a proper balance between the rights of any defendant and the rights of the press.

"I do not understand what possible reason the government would have had for a premature release of this kind. Why not follow the normal course of action and treat it as it is—as simply a routine procedure.

"The Justice Department needs to seek no headlines. It has no need to grant favoritism to a particular newspaper. Its sole purpose is to present a well prepared and documented case, to pursue it to its ultimate conclusion, and to go about its job. It does not need to engage in press agency or public relations," Congressman Brock declared.

"So I am very much surprised at what the gentleman says.

"I would hope that the Attorney General of my government would handle his cases, or that his subordinates would handle their cases in a proper and regular way, and with all propriety," said Tollefson.

Congressman Derounian of New York then took the floor to say that with regard to Mr. Tollefson's remarks, it may "very well be that the Attorney General does not know how to practice law because he never practiced law in his life before he became Attorney General of the United States. We have learned from recent history that the Attorney General does love to issue statements and make headlines."

Challenge This Power Play

(The following editorial appeared in the October 14, 1963, issue of the Cleveland Plain Dealer, and is reprinted here as an informational piece.)

If the attorney general of the United States is mis-using the power of his office to try to intimidate newsmen, then this type of dangerous nonsense must be challenged at once.

Gov. Nelson A. Rockefeller raised the issue during a speech in Indiana. Earl Mazo of the New York Herald Tribune and Victor Lasky, author of the recently published book, "J.F.K.: The Man and The Myth," identified themselves as the newsmen who had written critically of the administration and who then had been victims of Robert F. Kennedy's harassment.

The attorney general has immense investigative and police power at his command as well as access to personal and secret information. His heavy responsibility is to use this power only in the pursuit of justice for the nation, not for personal advantage. The consequences of an elected official using this power indiscriminately are frightening.

Yet Mazo, who helped make national news of the Billy Sol Estes scandal, reported he was berated by the attorney general who gave the impression, during an interrogation, that a dossier had been compiled on Mazo. Lasky said he has been investigated by government agencies, although not directly, after writing the book critical of President Kennedy.

In view of the attorney general's relationship with the President, protests may be difficult to lodge but they must be made at that level if, as alleged, the attorney general is trying to eliminate criticism by intimidating those who would report views contrary to his.



Cosa Nonsense, or

Bobbie's Scheme to Get Wire Tape Legislation

WHEN BOBBIE KENNEDY and Senator John McClellan staged their latest TV spectacular in the Old Senate Caucus Room, the *Manchester (N.H.) Union Leader* was prompted editorially to call the entire affair "Cosa Nonsense."

And "Nonsense" pretty well summed up the editorial consensus of newspapers across the nation. They virtually all agreed that Cosa Nostra as portrayed by Mobster Songbird Joseph Valachi was nothing more than yesterday's hash warmed over and disguised with a generous covering of political catsup.

The brass knuckles and diapers attorney general, Bobbie Kennedy, called the Valachi story the greatest breakthrough to organized crime of all time.

Yet, typical comment was that of Walter Trohan, chief of the Chicago Tribune's Washington bureau. Trohan related:

1. Bobbie Kennedy has found blood thicker than legal qualification.
2. There is nothing new about Cosa Nostra except its name. Seventy years ago, police knew it as the Black Hand, then as the syndicate, and more recently it has been known as the Mafia.
3. Valachi—upon whose testimony Bobbie wants to build a case for wire tapping legislation—has such poor judgment he murdered the wrong man in prison, when he decided he himself was marked for murder.
4. Valachi says there is a \$100,000 price on his head, because he turned songbird; yet, he tells of gangland murders of hoodlums much higher up in the syndicate than he who were rubbed out for a mere \$100.
5. The only thing new about Valachi was that he has been taken out of a cell—where he belongs—and is being treated almost as well as visiting royalty.
6. He told senators he dyed his hair to hide his identity, but he has posed for TV cameras and for still and movie cameras "as would a Hollywood starlet courting publicity."

Trohan put the whole Valachi farce in proper perspective with one paragraph:

"Valachi told senate investigators that Scarface Al

Capone was marked for murder. This onetime crime reporter could have told them that 36 years ago, when he spent a number of mornings beside the bodies of slain would-be assassins of the Chicago gang leader in ditches along suburban roads. Valachi talked of 30 and more gang murders in that era. This reporter covered more than that number himself, including murder by wholesale in the St. Valentine's Day massacre."

It is no secret that J. Edgar Hoover is at odds with America's Junior G-Man Bobbie Kennedy over the treatment of Valachi. Hoover reasoned that if the gangster—who has been judged mentally ill—had anything to say, it could be put to use under normal police procedure.

Senator McClellan has been criticized lately for issuing reports from his committee which "read like Grade B movies," and it has been reported that many members of the Senate feel his investigative methods are bringing the entire scope of legislative inquiry into disrepute.

Cosa (Nonsense) Nostra was invented to cover up a lot of inept undertakings by Attorney General Bobbie Kennedy—not the least of which is his failure thus far to pressure congress into passing a wire tapping law.

Bobbie brought Valachi to Washington, hoping his testimony would assist him in his quest for a wire tapping law. Bobbie called the hoodlum the "greatest break-through into organized crime" in our history.

When asked if wire tapping would help catch criminals, Valachi replied: "No, we'd use code." Bobbie and Valachi had their wires crossed.

It is difficult to believe, however, according to newspaper opinion across the country, that the American public is ready to give up the privacy of their telephone conversations on the basis of the discordant melodies of Songbird Valachi.

If the most substance Bobbie Kennedy can present in favor of wire tapping, one magazine wrote, is the cheap veneer of a dope peddler, a pathological liar, a murderer, and a cheap hood seeking publicity, then perhaps he'd better retire his brass knuckles and diapers, and devote full-time to managing his brother's campaign for reelection to the White House.

Bobbie vs. a Lawyer

Attorney General Clashes With Former President of American Bar Association

ONE OF THE growing disputes in the country today is whether or not Attorney General Bobbie Kennedy is carrying on a campaign of intimidation, misusing the frightful power of the Justice Department to get opposition forces to bow to his will.

The most publicized use of Justice Department power by Bobbie to bend one to his will, is his personal vendetta against Teamster General President James R. Hoffa.

But recently, even in the sacrosanct legal circle, Bobbie lashed out at lawyers and judges who dare challenge his pell-mell rush into the area of civil rights, a mad plunge which has even alienated the Negro Community.

In a speech to the Missouri Bar Association, in Kansas City, Missouri, Bobbie called lawyers who take cases challenging civil-rights statutes and court decisions "professionally irresponsible."

The attorney general outlined his own irritation with three basic judicial concepts:

1. *Is it proper and just to avail oneself of every legal defense to test either the validity or the applicability of a rule of law?*

2. *Does a court decision bind only those persons who are a party to it?*

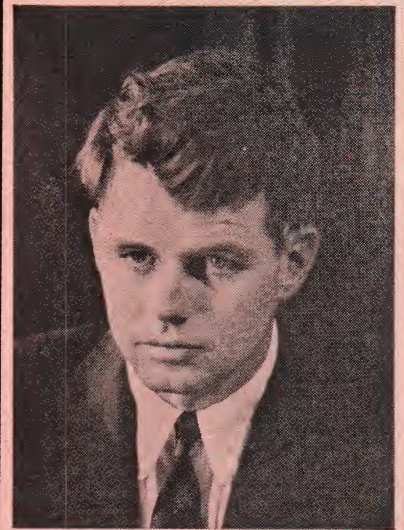
3. *Should a court-made rule of law always be open to re-examination and should it be susceptible to being over-ruled on a subsequent occasion?*

Bobbie admits that these three ideas are basic to our system of justice, but goes on to brand lawyers who think so too as "professionally irresponsible."

One person willing to stand up to Bobbie Kennedy is John Creighton Satterfield, 1961-1962 president of the American Bar Association.

Satterfield took exception to Bobbie's Kansas City remarks and accused the young attorney general of conducting a campaign of "government by intimidation."

Following are both sides of the controversy.

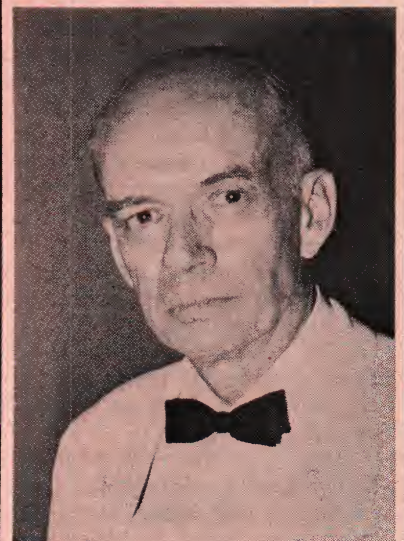


Bobbie Kennedy

"When it comes from the mouths of lawyers, we must recognize it as professional irresponsibility."

"The first step in the pattern is to intimidate all those who oppose the desires of the executive branch of our government."

John Satterfield



Bobbie Chastises Lawyers for Utilizing All Legal Remedies in Civil Rights Cases

*(A speech to the Missouri Bar Association
By Attorney General Bobbie Kennedy, Sept.
23, 1963)*

I am grateful for the opportunity to talk with this distinguished group.

Yours is one of the strongest and most vital bar organizations in the country. That you have won the American Bar Association's top Award of Merit twice within the last four years is an honor that speaks for itself—and I am impressed, too, by several other examples of your leadership in matters of civic concern.

Your scheduling of a discussion on the representation of the indigent accused is only one such example.

Everything I have read and heard about your activities suggests courage, high principle, and true engagement with the social realities of our time. You are to be congratulated.

But it is regrettable that the same spirit is not shared by all lawyers and public officials throughout the country. If it were, our nationwide problems in civil rights would be much less severe than they are.

To a far greater extent than most Americans realize, the crisis in civil rights reflects a crisis in the legal profession—in the whole judicial system on which our concept of justice depends.

I'd like to discuss three legal propositions with you. Each of them is part of a time-honored and noble tradition—and each of them, today, is being used to threaten the very foundations of law and order in this country.

Basic to Our System of Justice

The first is the proposition that it is proper and just to avail oneself of every legal defense to test either the validity or the applicability of a rule of law.

The second is that a court decision binds only those persons who are a party to it.

The third is that a court-made rule of law should always be open to re-examination and is susceptible to being overruled on a subsequent occasion.

All three ideas are basic to our system of justice; none of them needs any explanation or defense to an audience of skilled advocates such as yourselves.

But today we have only to pick up a newspaper to see how these honorable principles—used in isolation, invoked in improper contexts, espoused as absolutes and carried to extremes—have placed the sanctity of the law in jeopardy.

Separately and in combination, they are being proclaimed by lawyers and public officials as the justification for tactics to obstruct the enforcement of laws and court orders—as the rationale, that is, for withholding justice and equality from the grasp of millions of our fellow Americans.

We are all familiar with the catch phrases of that rationale, and with the air of righteous indignation in their utterance.

The argument goes something like this:

Brown v. the Board of Education is not the law of the land; it governs only one particular set of facts and is binding only upon the litigants of that case.

Only when each separate school district, each State, and each new set of administrative procedures has been tested and judged on its own merits can it be said that a binding decision has been reached.

And furthermore—so the argument goes—a decision like Brown, repugnant to certain segments of the population and clearly difficult to enforce, may conceivably be overruled as bad law.

To resist it, therefore, is merely to exercise one's constitutional right to seek reversal of a judicial ruling.

Patriotic, High-Minded Dissent

When stated that way and surrounded by rhetoric, the argument can be made to have a gloss of respectability. It can even take on the disguise of patriotic, high-minded dissent. Indeed, it is a position publicly espoused today by the Governors of two States, by a past president of the American Bar Association, and by a federal district judge who recently overruled the Brown decision on grounds that its findings of fact were erroneous.

We cannot blame a layman—even a reasonably fair-minded layman—for being confused and misled by this kind of reasoning.

But to lawyers, it smacks of duplicity. When it comes from the mouths of other lawyers, we must recognize it as professionally irresponsible. And when it comes from the mouths of public officials, we must recognize it as nothing more or less than demagoguery.

Let's go over those three legal principles one at a time. Let's examine each of them and look for the danger that lies within it.

What do we really mean, as lawyers, when we say that it is proper and constitutional to avail oneself of every legal defense?

Surely the Canons of Ethics make clear the impropriety of using dilatory tactics to frustrate the cause of justice.

We have only to imagine that principle being constantly applied across the board, in day-to-day litigation, to see that, for all its validity, it must be met by a counterprinciple—a concept that might be called the principle of good faith.

Every lawyer knows—though his clients may not—that nothing but national chaos would result if all lawyers were

to object to every interrogatory, resist every subpoena *duces tecum* and every disposition, seek every possible continuance and postponement, frame unresponsive pleadings, and resist court orders to a point just short of contempt.

We know that tolerances are built into the system. We know what the margins for evasion and dilatory tactics are—and we also know that the system would be hard put to stand up under a concerted effort to exploit them all.

Room For Discretion

There must obviously be a strong element of good faith, of reciprocity and co-operation, if our court system is to work at all. Take away that good faith, elevate the right to avail oneself of a technicality into an absolute—and you bring the very machinery of law to a standstill.

What about the second proposition—that a court decision binds only those who are a party to it? Clearly, this too is a principle that conceals as much as it says.

Every lawyer knows—though his clients may not—the distinction between the holding of a case and its rationale. We know that although the holding contains a specific disposition of a particular fact situation between the litigants, its reasoning enunciates a rule of law that applies not merely to one case but to all similar cases.

Often there is room for much discretion and honest disagreement as to when cases are alike or unlike. But clearly, in the matter of desegregation, there can be little or no room for argument in good faith as to when one situation is different—in the legal sense—from another in which the law has been laid down.

The county is different, the names of officials are different, but the situation—in all legally significant respects—is identical.

There is something less than truth in a lawyer who insists, nine years after the Brown decision and a hundred years after the Emancipation Proclamation, that a law of the land, a guarantee of human dignity and equality, is merely the law of a case.

Raising Frivolous Questions

We come now to the third principle—that a court-made rule of law is always open to re-examination and must be viewed as susceptible to being overruled.

No one can prove in strict logic that any given case will never be overruled. But with regard to the Brown decision, I think we can all agree that the probability of its permanence is so overwhelming as to counsel the abandonment of anyone's hope for the contrary.

The decision was, after all, a unanimous one. Since 1954 there have been six vacancies in the Supreme Court, which means that by now a total of 15 Justices have endorsed it.

True enough, it was in itself an overruling of *Plessy v. Ferguson*, 56 years before. But that reversal had been widely expected through several generations of legal thought. The whole pattern of American and world history pointed to the abolishment of the "separate but equal" concept; and the reform established by the Brown decision was all but inevitable.

Moreover, and more importantly, it is clearly a decision that the vast majority of the American public holds to be morally correct.

To suggest, at this point in history, that there is any

real likelihood of the Brown decision's being reversed is irresponsible to the point of absurdity.

No lawyer would advise a private client to contest the validity of a decision as solidly established and as often reiterated as this one; he would not want to victimize his client by raising frivolous questions.

Yet a client is being victimized every time this frivolous question is raised today—and the client is the American public itself.

Right now, all over the nation, the struggle for Negro equality is expressing itself in marches, demonstrations, and sit-ins. It seems very clear to me that these people are protesting against something more than the privations and humiliations they have endured for so long.

They are protesting the failure of our legal system to be responsive to the legitimate grievances of our citizens. They are protesting because the very procedures supposed to make the law work justly have been perverted into obstructions that keep it from working at all.

Something must be done—and it's a job that can only be done by members of the legal profession.

Lawyers Have Clear Obligation

First, we have got to make our legal system work. We have got to make it responsive to legitimate grievances, and to do this we must work to prevent the unscrupulous exploitation of all the obstructive devices available within the system.

Only when our judicial system offers fair and efficient adjudication does it deserve the public confidence, and it seems to me that American lawyers everywhere have a clear obligation to make that confidence justified.

Second, we have a job of education to do. The public must be better informed about the nature of our legal system—and this includes a better understanding of each of the principles and counterprinciples I have discussed with you today.

Only if we are able to instill that understanding will people with grievances begin to realize that there is a practical and realistic alternative to street demonstrations and sit-ins. But we have to make sure both that there is an alternative, and that the nature of that alternative is clearly understood.

If we can accomplish this, I believe we will begin to see a new phase in the movement for civil rights—an increased awareness that sit-ins and demonstrations do not in themselves cure social evils.

We Lawyers

They serve to awaken the public conscience, and they can form a means of protest when no other means are available, but they will not dictate solutions—they can only alert us to the problems.

And in the long quest for solutions, we lawyers have a great deal to offer.

We are part of an intricate system that has developed over the centuries as man's best hope for resolving disputes and appraising policies—for working out solutions to problems.

If this system of law—of equal justice for all—can be kept viable, and if people of all backgrounds and of all races and creeds can begin to fully understand and fully take advantage of it, then—and only then—will we stand to realize the promise of democracy, both for ourselves and for the world.

The Rebuttal

Lawyer Calls Bobbie's Approach 'Government by Intimidation'

(The following rebuttal to Bobbie's speech is by John Creighton Satterfield, former president of the American Bar Association)

Only four persons were mentioned in the attack upon lawyers and judges by Attorney General Kennedy in his speech to the Missouri Bar Association at Kansas City last Friday [Sept. 27, 1963]. These were "the Governors of two States, a former president of the American Bar Association, and a federal district judge," all of whom are lawyers. I am the third person named. This attack, however, directly involves many members of the legal profession and many public officials throughout the United States. Ultimately, every citizen of the United States will be affected by the pattern of which this attack is a part. Its purpose is to intimidate all persons, including public officials, lawyers and judges, who do not bow to the desires of Attorney General Kennedy and of President Kennedy.

On the surface the reason and purpose of these attacks may be obscure. In each incident which gave rise to these attacks, the Attorney General, by the use of overwhelming forces available to him, had already obtained his desires. As a part of the pattern, however, the purpose is clear.

The Attorney General states that the action of each person in each separate situation "smacks of duplicity," is "professionally irresponsible," amounts to "demagoguery," lacks "good faith," that the statements by each are "something less than the truth," and that every time a lawyer represents a client opposing the Attorney General in the field of integration—desegregation—the "client is being victimized," and that such action of an attorney is an "unscrupulous exploitation" of the client.

The slanderous nature of these statements by the Attorney General of the United States is demonstrated by the definition of slander contained in "American Jurisprudence," vol. 33, page 39:

Slander, as now understood, has been defined as the speaking of base and defamatory words which tend to prejudice another in his reputation, office, trade, business, or means of livelihood.

The Attorney General, in his speech, specifically refers to three basic legal principles the spirit of which he alleges is being ignored by those who defend integration suits. These propositions are that it is proper to avail oneself of every legal defense to test the validity and applicability of a rule of law that a court decision binds only those who are a party to it, and that a court-made rule of law should always be open to re-examination.

The Attorney General has said:

Often there is room for much discretion and honest disagreement as to when cases are alike or unlike. But

clearly, in the matter of desegregation, there can be little or no room for argument in good faith as to when one situation is different—in the legal sense—from another in which the law has been laid down.

This statement by the Attorney General is completely without basis in fact or in law.

The Brown desegregation decision of 1954 has already been distinguished or held inapplicable in a number of cases involving alleged discrimination. Many other cases now pending in this general area of law involve questions so different from the Brown case as to be completely removed from the basic principles outlined therein. If one case can be as broad in its application as the Attorney General would lead us to believe, the citizens of the United States would not be entitled to due process of law and equal protection of the laws.

Of the four persons specifically attacked in the Attorney General's speech, one is referred to as "a federal district judge who recently overruled the Brown decision on grounds that its findings of fact were erroneous." In the case of *Stell v. Board of Education*, Judge Frank M. Scarlett found that the effect of segregation upon Negro students in Georgia in 1963, shown by the evidence in that case, differed materially from the facts presented in the Brown case as to the effect of segregation upon Negro students in Kansas in 1954. Substantial differences in facts as between two cases cannot logically be ignored simply for the sake of expediency. The slander of a federal judge is quite different from constructive criticism of the legal principles involved in a judicial decision.

To those who know the facts, the repeated references by Attorney General Kennedy to "dilatatory tactics" are unconvincing. Suits involving integration have been handled expeditiously by the courts. In fact, such cases have repeatedly been advanced upon the dockets and writs requiring integration have been issued by courts of appeal even before the record of the appeal from the district courts has reached the appellate courts.

It is a novel position for an experienced lawyer to take—that, because a decision has been on the books for nine years, it is bad faith and "unscrupulous exploitation" of a client for a lawyer to urge either that the facts in his case are different or that the earlier case should be differentiated or overruled. *Plessy v. Ferguson* was repeatedly reaffirmed by the Supreme Court over a period of 56 years. If 15 justices have permitted the Brown case to stand—as is affirmed by the Attorney General—doubt-

less 50 judges had reaffirmed *Plessy v. Ferguson* and *Gong Lum v. Rice*. Yet when the Solicitor General of the United States joined in a brief to have these cases overruled, he was not accused by the Attorney General of the United States—or any other lawyer, so far as I know—of being guilty of bad faith, of being professionally irresponsible and of victimizing or exploiting his client.

The Attorney General would further have us believe that the reason for demonstrations and sit-ins by Negroes today is the lack of remedy in the courts. Yet he agrees that Negroes will ultimately prevail in the courts because the Brown decision covers all of their grievances.

Government by Intimidation

On the other hand, he does not mention that those who oppose many of the aims of Negro leaders have refrained from marches and demonstrations and have put their faith in the courts, hoping that, in the long run, justice for all will prevail. The Attorney General slanders them for so doing. To use the streets in mass demonstrations which, in the words of President Kennedy, “create tensions and threaten violence—and threaten lives” is laudable. To settle disputes in the courts is to be condemned.

A new type of government is emerging upon the American scene—“government by limitation” is now about to take the place of “due process of law” and “liberty under the law.”

The first step in the pattern is to intimidate all those who oppose the desires of the federal executive branch of our Government. This intimidation is carried out by public castigation, threats of financial reprisals against public bodies and individuals and the misuse of the power of the federal executive branch to command the attention of the public press.

The second step is to extend federal control over individuals, businesses and state and local governments far beyond that provided in the Constitution of the United States. This was begun by the issuance of executive orders in certain particular fields. A limitless expansion of such executive authority is now being attempted by the new package of legislation introduced in the Congress in June and called, for tactical and public relations purposes, “The Civil Rights Act of 1963.”

The third step will be the use of the vast financial power of the United States to strangle every public body, every business and professional establishment, and every individual daring to act contrary to the wishes of Attorney General Kennedy and the threat of the imposition of federal fines and imprisonment without trial by jury.

Investigative Powers

The initial use of the first step in the pattern was in April, 1962, when a steel-price increase was announced. The citizens who made the price decisions were accused by the President through nationwide media of being guilty of “a wholly unjustified and irresponsible defiance of public interest.” He castigated them as “a tiny handful of steel executive whose pursuit of private power and profit exceeds their sense of public responsibility,” who “can show such utter contempt for the interest of 185 million Americans.” It was publicly announced that defense con-

tracts might be withheld and that the Federal Government might use its investigative powers to bring about prosecutions for “violations” of antitrust laws.

Intimidation as a governmental policy has been repeatedly used since that time. The speech of Attorney General Kennedy at Kansas City is a perfect illustration. I have been actively opposing throughout the United States the grasp for federal power in “The Civil Rights Act of 1963” and am doing so at the present time. The others mentioned have opposed the Attorney General. Hence we must be intimidated or defamed.

Why is this legislation so important to the Attorney General? It would grant unlimited powers to the Attorney General and the President and his appointees to withhold federal funds in every program or activity in which federal financing is involved directly or indirectly “by way of grant, contract, loan, insurance, guaranty or otherwise.”

The authority is demanded that all contracts in every program “shall contain such conditions as the President may prescribe”; that there be created a commission—with powers conferred upon it by the President—to take over the supervision of employment, promotion, demotion and handling of employees of more than 90 per cent of the businesses in the United States.

Disguised Purpose

The purpose of this legislation has been disguised by repeated references to “public accommodations” and “Government contractors.” These constitute less than 1 per cent of the businesses affected. In fact, it would affect every bank which is a member of the Federal Reserve System or insured by the FDIC [Federal Deposit Insurance Corporation], every form of financing affected by federal insurance or guaranty, all depositors in every bank covered by the FDIC, and all borrowers therefrom. It would draw under federal executive control almost every farmer in the United States, as it includes every person who receives any sort of financial benefit from every federal program in the field of agriculture. It would also draw under federal control practically every retail shop, department store, market, drugstore, gasoline station, restaurant, motion-picture house, theater, stadium, hotel, motel and lodging house, and in fact every “establishment” which pays any privilege license or tax to any State or municipality.

Government Control

It includes uncontrolled authority to call loans, withdraw support of the FDIC and the Federal Reserve Board, and other similar entities, to cancel contracts, to blacklist banks, savings and loan associations, contractors, realtors, farmers, co-operatives, farm organizations, or any other institution or person falling within its classification.

Under this proposed act, the Federal Government would obtain control of education through the misuse of every existing federal financial program, including grants-in-aid, research grants, lunch programs, scholarships and similar activities. Also, it would constitute the first step toward placing *all* elections—“general, special or primary elections held solely or in part for the purpose of electing or selecting any candidate for public office”—under the absolute control of the Federal Government.

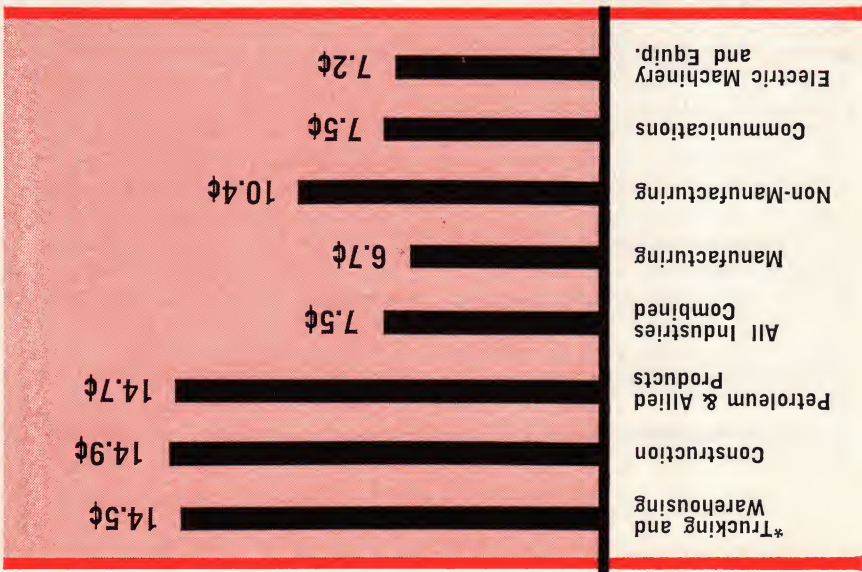
More than 1,000 Teamsters Union members employed at frozen food canneries in California recently ratified a new contract that included for the first time a clause covering human

unions.
The report
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Coca-Cola Bottling Co., of R.
I., Providence, R. I. Local 64,
the petitioner.
Colt & Dummer Mfg. Corp.,
Yonkers, N. Y. Local 875, the
petitioner.
Boyce Ready Mixed Concrete
Corp., Portsmouth, Va. Local
822, the petitioner.

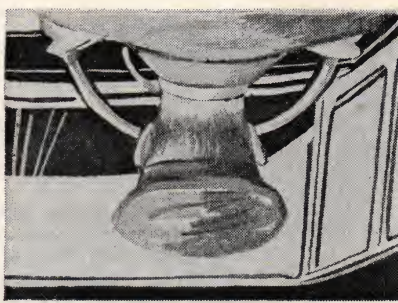
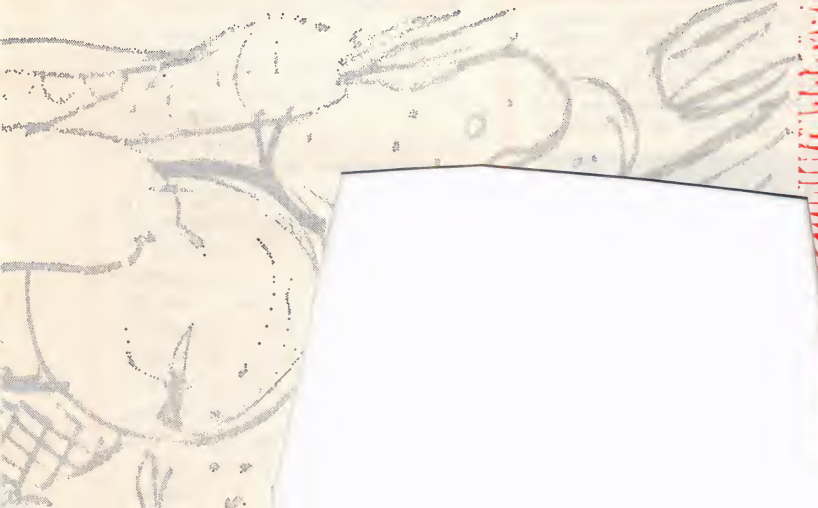
Third Quarter-1963

Members of Teamster Local 433 last month spearheaded their industry drive for contributions in support of the United Fund-Red Cross campaign. Shown at a rally to kick off contributions are, left to right, Frank Pisano, Local 433 BA; Matthew Ruoppolo, Local 433 president; Frank J. Fallon, United Fund labor staff associate and member of Local 433; Joseph Kaluski, Local 443 BA; and John Pisano, Local 433 secretary-treasurer.

*In first half of 1963, settlements in Trucking and Warehousing—20¢ an hour was first among 38 industries listed.



DIET can



been changed. In this case, the 18 men had supplemented their diets with natural vitamins.

The experiment proved that proper nutrition can develop safe driving dividends.

J. I. Rodale of Allentown, Pa., in a National Safety Conference address, referred to a recent experiment in which 10 drivers took part in a program of controlled vitamin intake. He said that in the previous year, the 10 drivers had a total of 2 preventable vehicle accidents, 4 lost-time occupational injuries, and another injury with no loss of time. But in the year of the experiment—from July, 1961, to July, 1962—the 10 drivers drove a total of 912,000 miles

Vitamin A is especially good for preventing night blindness and sensitivity to glare. It also helps to prevent fatigue which often inspires the

EIGHTEEN drivers were asked not too long ago by the Safety director of a Michigan drive-away company to take part in an experiment. The drivers agreed.

When the results came in, it was found that the 18 drivers had a combined accident frequency rate of .28 or an accident every 357,143 miles on the road. The score compared with a mark of .38 or an accident every 263,158 miles on the highway for the remainder of the company's drivers. The accident reduction rate thus was 35 per cent for the men who had participated in the experiment. A miracle had not been worked. Instead, the diets of the drivers had



Influence

DRIVING SAFETY

“dream image” experienced by drivers when they are tired—the calf in the road or the hay wagon, neither of which is there.

Carrots have no effect on eyesight. The idea that eating carrots gives good eyesight doesn’t stand up—unless you plan to eat a bushel of carrots a day.

Rodale suggests halibut liver oil perles which contain both vitamin A and D as helpful diet supplements. The perles will help the eyes and also improve the hearing. Numerous experiments have shown that hearing, a factor in most any accident, can be improved with more vitamin A.

Food supplements containing vitamin B help drivers stay awake at the

wheel by increasing general alertness also. Vitamin B is a prominent factor in increasing energy.

One of the richest foods in natural vitamin B is desiccated liver tablets. It isn’t as bad as it sounds. “Desiccated” means that the water has been removed from the liver from which the tablets are made—in other words, dried liver. Additionally, all the fat and fiber is removed; only the pure meat remains.

While men are not mice, nevertheless, a 1951 experiment by scientists illustrates the value of desiccated liver. The same diet was served to two groups of mice, but one group had desiccated liver added to its food.

Then the mice were tossed into a

tank of water. Those without the diet additive swam 13 minutes before they drowned. Most of the other mice—those with the desiccated liver—held out for 2 hours before being removed from the tank.

Another contribution that vitamin B can make to the prevention of accidents is in regard to the nerves. Adequate vitamin B makes for healthy nerves.

The driver with healthy nerves is less apt to become irritable and angry. He can hold himself aloof from the pressures that mount in traffic congestion. He is more able to withstand noise.

Other food sources of vitamin B besides desiccated liver are brewers



yeast tablets and wheat germ.

Incidentally, experiments have shown that every swallow of an alcoholic beverage uses up some of the body's store of vitamin B.

Vitamin E, according to Rodale, is an important supplement for truck drivers because it dilates the blood vessels. It is an anti-clotting agent which means that it can help prevent the blood-clotting that strikes down so many people today. Vitamin E oxygenates the blood—gives it "oomph."

Bone meal is another food supplement available in tablet and powder form which can benefit truck drivers. Bone meal is made from the selected bones of calves. The formula is pretty close to that of human bone and to the dentine of teeth.

Taking bone meal can reduce tooth

cavities to nearly zero according to Rodale. A man won't suddenly get a toothache while on the road. Nor will he have to take time to get cavities filled. Moreover, bone meal strengthens bones to the extent that the possibility of fractures in an accident are reduced.

A healthy diet for truck drivers means a minimum intake of white sugar (found in pies, cakes, ice-cream, candy, and soda pop). The system must disregard thiamine to digest white sugar and thiamine is important to the proper functioning of the nerves and mind. Sugar eaters develop fuzzy intellects and cannot make instant decisions.

Sugar provides quick energy for about 10 minutes. After that, the body needs still more sugar and the person

eating candy or whatever, becomes starved for still more sugar. The best creator of energy is natural fruit and, again, that old standby—desiccated liver.

One of the dangers of taking on white sugar is that it too easily upsets the ratio of calcium to phosphorus in the blood. This can lead to nervous system troubles quickly. The brain, in turn, is affected.

Faulty nutrition generally can be dangerous. The U.S. Air Force learned this years ago in a study made at Randolph Field. Takeoff accidents were virtually eliminated at the test-and-training field when pilots were given prescribed nutritious pre-takeoff meals.

So far as the general diet and its contribution to safe driving is concerned, Rodale notes the importance of starting the day with a good breakfast. He recommends further that truck drivers make the meal extra heavy with an emphasis on proteins, particularly eggs and meat.

"There should be the barest minimum of bread, cereals, and such starches in the breakfast," says Rodale.

The Strength Needed

Rodale also suggests eating a minimum of foods processed in a factory for too often essential elements are removed and dangerous chemicals are added. Huge meals can be concocted from meat, fish, eggs, fresh fruit, and vegetables. "Order a hamburger rather than a hot dog," says Rodale. The reason: Frankfurters are quite chemicalized compared with hamburgers.

There has been enough information developed in recent years to show that nutrition is an element in the causation of highway accidents. The limits of the factor, however, are still unknown.

Truck drivers of experience know that good food can't be beaten for giving them the strength needed to do their job day in and day out through the years. Others, who want to have their cake and eat it too, may find themselves wanting to stock up on vitamins.

Rodale emphasizes that the successful tests he referred to were conducted with natural, non-synthetic vitamins. He stressed that there are numerous examples which show that synthetic vitamins are sometimes a danger to health, but natural vitamins are valuable and necessary to vigorous health.

That means good, fresh food cooked correctly.

Makes a feller hungry just to think about it.

TEAMSTERS WILL DEAL WITH TRANSPORTATION GIANTS

"WE are going to be dealing with giants."

That was the forewarning issued by General President James R. Hoffa at a Teamster meeting last summer when discussing the future of collective bargaining in the transportation industry where he predicted "more mergers in the next five years than has occurred in the past twenty years."

Hoffa indicated that his reference to giants was not restricted to the trucking industry alone.

His prophecy for the next decade or so included a transport system of only

four railroad giants and a half-dozen airline giants. He expected the number of truckers to be sliced by competition to 100 at the most.

Water carrier and pipeline giants likewise can be expected to grow with the burgeoning transport system envisioned by the general president of the International Brotherhood of Teamsters.

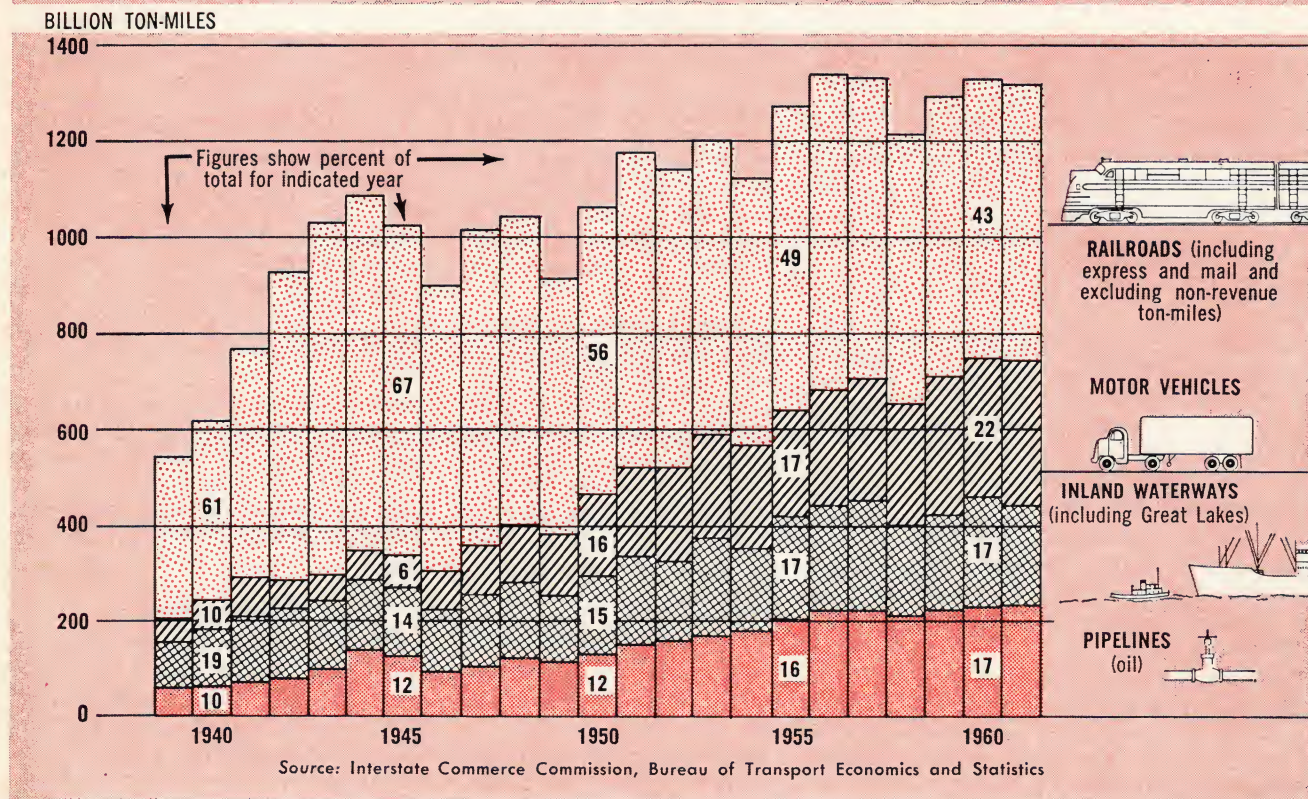
Hoffa said it will be necessary for the IBT to change with the times to survive the oncoming challenges in the transportation field. The first task, he said, will be organization. The

second task will be that of accepting new responsibilities.

If the Teamsters Union does not face up to the challenge, asserted Hoffa, it will run the danger of suffering the same fate that will befall overconfident, contented carriers oblivious to customer needs, competition, and the ever-changing statutes.

"There has come into being a new, highly competitive age in transportation," stated the Interstate Commerce Commission in a special report for the 25 years ended in 1962. "The various modes—motor, water, freight

**INTERCITY TON-MILES, PUBLIC AND PRIVATE
BY KINDS OF TRANSPORTATION, 1939-1961**



forwarder, and rail—now are engaged in a fierce struggle for traffic, and in some instances, for survival.”

Mergers and consolidations have been the results of intensified competition, particularly in the motor carrier field. Selective rate cutting—piggybacking—also has been a result.

Rails Stagnant

Railroads, meanwhile, have been pushed to the wall by improvements in air transportation service and increased use of the ever-expanding motor operations. Rails have found less need for building new lines. In fact, commented the ICC, “The day of the expanding rail system may have passed.”

It was an understatement. Railroads have retrenched and economized for years so they could continue to grind out stockholders profits. The plaintive wails of the rail operators echo annually across the countryside as they seek permission



to abandon all but trunk line service. If permitted, they would rush pell-mell together in an orgy of merger.

Future giants of the motor, rail, water, air, and pipeline industries will have to offer coordinated variations of the most rapid, efficient, and economical service to attract public shippers. Private shippers will have to compete.

It is all easier said than done.

After more than a century and a half of helter-skelter, free enterprise development, America's transport industry is the most complicated in the world. Fortunately, it is also the most accomplished in the world.

Yet only a miracle of some sort could achieve what is necessary for the forthcoming giants to do in the way of attaining maximum technological progress:

They must figuratively grasp the rug of transportation and give it a helluva good shaking before they can move and supply more than half our expanding population which government authorities anticipate will concentrate

in 40 great urban complexes within 20 years. They must do this without forgetting the other half of the population scattered across hill and dale.

Chaotic Patchwork

They will have to cut through what President Kennedy in his transportation message of April, 1962, called “a chaotic patchwork of inconsistent and often obsolete legislation and regulation (that) has evolved from a history of specific actions addressed to specific industries at specific times.”

They will have to reevaluate changing markets and products being handled and consider safety requirements in the process.

They will have to conquer new methods of packaging, containerization, and cargo-handling for the sake of new economics and increased convenience.

They will have to inspire new equipment to meet special needs.

They will have to satisfy private and public demands without waste or discrimination.

In short, they will have to exit from the antiquated wilderness and come into the sunshine of a new transport age.

The movement of freight in the United States has always been a challenge—right from the earliest days when pioneer teamsters drove crude wagons over the Cumberland Gap. Later, no one ever counted the hundreds of Conestoga wagons that helped win the West. Also uncounted were the thousands of flatboats and hundreds of keelboats that plied the Mississippi and Ohio rivers. In 1852, the public landing at Cincinnati tallied 8,000 huge steamboats docking during the year.

The Civil War turned America's transportation industry topsy-turvy. For one thing, it destroyed the great river fleets; they were never rebuilt after being burnt by marauding armies. At the same time, it helped cause the ascendancy of the railroads which were first made practicable in the 1830's. By the turn of the 20th century, rail track was nearing the 170,000-mile total.

Truck Transport Born

Truck transport was born experimentally nearly 50 years ago while General Pershing's border army was chasing Pancho Villa south of the Rio Grande river. By the time of our entry into World War I, the U. S.

Army had a quartermaster corps operating with a system of truck supply.

It has only been since World War II, however, that the nation's tremendous trucking industry—with more than 12 million vehicles on the roads last year—reached maturity.

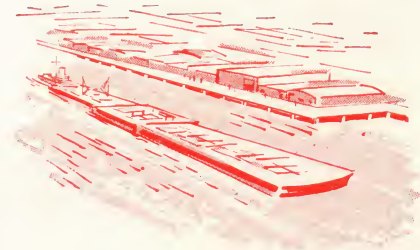
Water carriers reentered the transportation scene in the 1920's and have grown considerably since then.

Pipeline transportation during the past 25 years has increased its intercity ton mileage more than 300 per cent.

Railroads, even though they have abandoned spur after spur in recent years, still operate on more than 375,000 total miles of track.

Today in 1963, the nation's transportation system has reached astounding proportions.

Its size is more impressive when it is remembered that a ton-mile is the movement of 2,000 pounds of freight for the distance of 1 mile, and that total traffic volume in mid-1962—the



latest available record—was more than 1.3 trillion ton-miles.

The total was based upon a volume of 569 billion ton-miles for the railroads (43.2 per cent); 304 billion ton-miles for motor carriers (23.1 per cent); 209 billion ton-miles for inland waterways (15.9 per cent); 233 billion ton-miles for pipelines (17.7 per cent), and less than 1 billion ton-miles for air carriers (less than 1 per cent).

This then is the magnitude of the complex of wheels, wings, and water which General President Hoffa says will inevitably realign itself into a handful of giants and with which the Teamsters Union must be prepared to deal.

Motor Carriers

The U.S. Census Bureau is up to its ears in a special census of transportation. Unregulated truckers and water carriers have long opposed the survey while regulated truckers have long sought it. A primary goal of the study—underway and to continue

through much of 1964—is to find out how the country's 12 million trucks are utilized.

There are nearly 18,000 motor carriers engaged in interstate commerce and regulated by the ICC. Estimates vary, but there are believed to be another 40,000 companies of 10 or more vehicles. The remaining trucks are operated by exempt carriers and for-hire gypsies.

Trucks have tripled the amount of intercity ton-miles they have produced since the end of World War II. For nearly 5 years, their share of all ton-mileage has been 20 per cent or better. The growth has continued even though piggybacking has made great inroads into motor carrier traffic.

It is impossible to guess how much freight tonnage has been spirited from the regulated carriers by gypsy truckers. There have been estimates as high as 70 per cent.

Improved equipment, improved highways, and improved distribution methods have enabled trucks to compete. The industry is still subject to a hodge-podge of state regulations, however. Twenty-three states now allow the recommended 73,280-pound gross vehicle weight limit. Eleven states and the District of Columbia allow 70,000 to 73,000 pounds. Six states permit double-bottom weights of 100,000 to 130,000 pounds on turnpikes.

New terminal facilities, many of them costing millions of dollars, are being built regularly. Automation has appeared with greater frequency in warehousing. Electronic data-processing machines now determine loading and routing.

Container Key

Containerization is one of the principal keys to motor carrier trends of the future. Other modes of transport are similarly affected.

Containerization makes possible coordinated transport service in which freight can be moved from origin to destination by more than one type of carrier without transferring the lading—trailer-on-flat-car or "piggyback"; rail-water or "seatrail"; motor-water or "fishyback"; motor-air or "birdie-back."

Such coordination is not new. It is only in recent years that it was made more reasonably possible with the standardization of containers. Now the American Standards Assn., and other groups have agreed on container

standards of 8 by 8 feet and nominal lengths of 10, 20, 30, and 40 feet.

Another trend in recent months has been the sudden rise of short-haul carriers largely as a result of streamlined freight-handling systems. They specialize in distributing less-than-truckload shipments overnight in distances of 400 miles or less. The decentralization of U.S. production and the growing tendency of businessmen to keep inventories at a minimum have provided short-haulers with a field day.

Regulated motor carriers, like the railroads, are vitally concerned with mergers and consolidations.

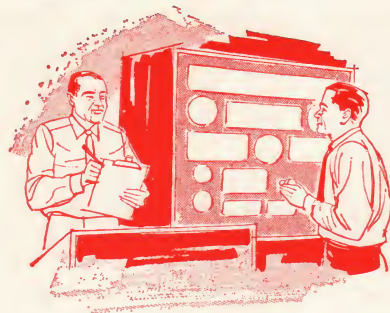
In 1961, the ICC received 1,271 applications for "unification" and granted 1,029 of them in whole or in part. Thirty-six of the 100 largest motor carriers of property were involved in 47 of the applications.

General President Hoffa emphasized recently that the Teamsters Union is dealing with Wall Street financiers nowadays when it comes to freight negotiations.

Hoffa cited the fact that three dozen truck lines now sell stock. He said they "either make a profit or the chairman of the board and the president are wiped out by the stockholders."

Slow Freights

Railroads have produced less than the majority of ton-miles annually since the mid-fifties. They were king



for decades before that with more than half the mileage. All other forms of transport have repeatedly established new records in the production of ton-miles since World War II. What is happening to railroads?

In 1961, there were 101 Class I line-haul and 130 other railroads operating nearly 219,000 miles of "freight service" track. They had nearly 2 million freight cars working in trains averaging 71 cars.

ICC statistics show that the average freight car in 1961 was loaded and

moving only 74 minutes each day. In the same period, the average load per car was 35 tons. The average freight haul was slightly more than 250 miles.

Perhaps the biggest problem for railroads is that their ears are ringing from banging on the bell of the merger movement. While only a handful of big consolidations have been allowed in recent years, the jockeying for position has continued all along.

For example, in 1961 the ICC received 286 applications from rail executives seeking to hold the position of officer or director of 2 or more railroads at one time. The ICC granted 279 of the applications. In the same period, the ICC granted 36 applications involving mergers of small lines, purchases, joint use of facilities, acquisitions of control, and acquisitions of trackage rights. There is consolidation.

Untangling the snarl of railroad ownerships shows that in effect there is a two-headed giant in the East already: The New York Central Railroad and the Pennsylvania Railroad. The Justice Department recently opposed a merger of the lines, saying the proposal would "endanger the continued existence of several smaller railroads. . . ."

At the working level, railroads are less inclined to expand than to amputate spurs withered by the corporate mergers. Every year they rip out another 1,000 miles or so of track in freight service. Simultaneously, they search for new ways to lower the line haul cost.

Integral Train Concept

Some railroad decision-makers hope the integral train concept may be the answer to lower costs. Actually, the integral train idea is really little more than advanced piggybacking methods.

Under the plan four containers would be fitted together as one "car" so that, for example, a "train" 1,870 feet long would be composed of 22 cars with a dead weight of 2 million pounds when ideally loaded—compared with a conventional train 4,500 feet long with 100 cars carrying the same amount of freight but with a dead weight of 5 million pounds.

Piggybacking has increased at a phenomenal rate in the past 5 years. In the first half of 1962 alone, 60 railroads reported 345,000 TOFC loadings for an increase of more than 20 percent over the same period in 1961.

The number of railroads offering piggyback service has increased from 57 companies in 1957 to 232 in 1962.

The ICC, meanwhile, is mulling over a report from its examiners who recommend the green light for piggybacking. They propose formalizing the selective rate-making process with a set of 25 rules and a bureau to police them.

Freight forwarders have improved their position regularly with increased utilization of piggyback service and containerization. There were 88 forwarders reporting to the ICC in 1961; they produced 99.7 per cent of the industry's revenues of \$448 million. Three firms alone accounted for nearly 47 per cent of the \$448 million.

When all is said and done, the shrinking railroads make certain to keep their heads above water. Their table of assets and liabilities at mid-1962 showed the industry was in a better financial condition than the previous year, increasing its worth 5 per cent to more than \$2.8 billion.

Records of the Corps of Engineers and the American Waterways Operators, Inc., association indicate there



are about 1,700 companies providing inland water carrier service today. Three-fourths of them are for-hire carriers. Altogether, they accounted for nearly 16 per cent of intercity ton-miles, public and private, in 1961 according to the ICC.

The water carriers, employing an estimated 80,000 workers and operating 19,000 pieces of equipment, rove over nearly 30,000 miles of navigable inland channels (exclusive of the Great Lakes System). More than half the channels have a 9-foot (or more) standard operating depth.

The principal inland waterway systems include the New York State Barge Canal, the Atlantic Intracoastal Waterway, the Mississippi River System, the Great Lakes and St. Lawrence Seaway Systems, the Illinois

Waterway, the Gulf Intracoastal Waterways, the Sacramento River System, and the Columbia-Snake River System.

Barge and towboat traffic make up the bulk of inland waterway cargo transport. Standardization of channel depths and lock sizes force encourages standardized barge sizes. Most barges are now 175 feet long and 26 feet wide, or 195 feet long and 35 feet wide. The larger barge can carry as much as 1,500 tons.

There are still other larger and smaller barges in use. The smallest will carry about 600 tons. Barges able to haul 2,000 to 3,000 tons are common. There is one giant barge in regular use that can handle more than 7,000 tons.

The most common diesel towboat sizes range between 1,200 and 4,000 horsepower. There are numerous 6,000 horsepower boats. Two of the largest diesels—built especially for service between New Orleans and St. Louis—have 8,500 horsepower each.

A 6,000 horsepower towboat can efficiently handle 20 barges with a load ranging from 20,000 to 30,000 tons. Towboats push rather than pull their load and are capable of taking care of as many as 40 barges tied rigidly together.

Few Restrictions

A common misconception concerning waterway traffic is that barges are restricted to grains, salt, certain minerals, and even packaged goods in some cases. This is untrue. There are scores of deck barges in use with capacities of 2,000 tons and more that are used for transporting trucks, machinery, and other heavy equipment.

Braxton B. Carr, president of the American Waterways Operators, Inc., estimates that by 1980 there will be 5,000 towboats chugging along the nation's rivers and canals and across the lakes, pushing 23,000 barges and scows with a total capacity of more than 32 million net tons.

In the same speech in which he remarked that "we are going to be dealing with giants"—General President Hoffa also stated:

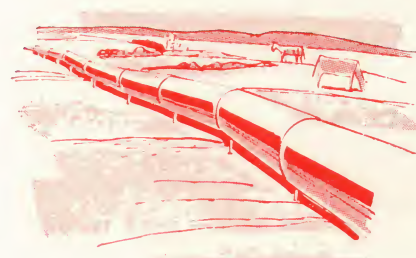
"There will be canals trenched out and water running where you can ship clear across the United States on barge operations, right across the desert and right across areas where—if you were out there now and somebody told you they were going to have barges—you wouldn't believe it."

The Corps of Engineers is working daily in the direction of widening and deepening navigable channels and creating new ones. Some big projects proposed for the future include:

Canalization of the Trinity river in Texas; opening the Red river wider to Shreveport, La.; improving the upper Arkansas river, perhaps clear to Wichita; building a cross-state Florida barge canal from north of Tampa to the St. Johns river south of Jacksonville; extending the Snake river waterway to the Idaho line, and generally deepening all channels with draft of less than 9 feet.

Another water carrier operation of some size was discussed in detail in the July, 1963, issue of *The International Teamster* magazine—that of trailership service on an intercoastal basis. The story about Sea-Land Service, Inc., pointed out that the company probably will order construction of a jumbo vessel with a capacity of 800 to 1,000 vans.

Pipelines originally were designed to transport natural gas and oil. Modern pipeline systems today, almost



totally automatic in operation, are efficient mechanisms that also carry coal slurry, wood pulp, sulphur, sugar cane, and numerous other fluid or semi-solid products.

It wasn't until 35 years ago that research made it possible to transport natural gas and oil more than 250 miles. New welding methods and improved telescopic pipe solved the problems of long distance oil and gas transmission, increasing the range to 1,000 miles.

More advances in metallurgy enabled still greater development of pipeline systems carrying gasoline and distillates from refineries to main marketing centers.

At the end of calendar 1961, there were 88 oil pipeline companies reporting to the ICC, 153,737 miles of line in 47 states and the District of Columbia.

One of the most notable pipelines

completed in 1961 was the 1,100-mile, refined-products Dixie Pipe Line from Houston, Tex., to Raleigh, N.C., with a pumping capacity of 65,000 barrels a day.

But the Dixie pipe is tiny compared with the \$350 million Colonial pipe line nearing completion. It starts at Houston and runs 1,600 miles to the New York harbor with 1,000 miles of spur lines to industrial centers in the South.

Colonial's pipe will be the biggest in the country with an initial capacity of 34 million gallons of refined petroleum products a day—gasoline, kerosene, diesel oil, and furnace oil—flowing at a rate of 4 to 5 miles an hour through the 36-inch line. Equipped with 20 pumping stations, addition of more pumps can increase the pipe's capacity to 42 million gallons daily.

The impact of the Colonial line cannot be predicted in detail. It is safe to say that it will cut costs of delivery to southern centers now served by tanker-and-truck and by barge or rail.

The transport of jet fuel is a relatively new innovation in pipeline traffic. In Michigan, a 55-mile line from Escanaba to Sawyer Air Force Base handles this commodity exclusively.

Transportation of coal by pipeline has been done successfully more than 5 years now. Slurry, a mixture of 60 per cent finely ground coal and 40 per cent water, is finding acceptance in industry. One company plans a \$100 million pipeline to transport W. Va. coal to the East Coast.

There's no denying it—pipeline technology has increased in the past quarter century. Pipelines in 1940 accounted for 10 per cent of all intercity ton-miles—public and private—half that of inland waterways. Twenty years later, pipelines handled 17 per cent—more than inland waterways.

Air Carriers

Air carriers transported 895 million intercity ton-miles of freight in 1961. Even though air cargo accounted for less than 1 per cent of all ton-mileage, the 895 million figure was still an industry increase of 13 per cent over the previous year.

Jet freighters went into scheduled service for the first time in 1962, making the entire airways system freight conscious after years of apathy on the subject.

Adding to the air industry enthusiasm for freight was the recent debut of the current "world's largest" jet

cargo plane, the Lockheed 300 Airfreighter. It is expected to be certified for commercial use on 6,000-foot runways in 1965.

Lockheed claims the plane is capable of carrying more than 78,000



pounds for 2,850 nautical miles, advertising that it will promise for shippers "a substantial lowering of total ton-mile costs—truckbed to truckbed—door to door—where it really counts."

Even while the airlines were rushing to order freight planes in recent months, a group of industry leaders sponsored an intensive survey. Wanting to know the potential of air freight were The Flying Tiger Line, United, American, and the Douglas Aircraft Mfg. Co.

The survey revealed that air rates and surface rates on short hauls of 500 miles or less were comparable.

Not long after that, Rep Brad Morse (R-Mass.) submitted a bill to Congress asking for temporary federal aid for "development, operation, and testing" of a small transport aircraft with a capacity of 24 persons and 1,000 pounds of cargo, and a 500-mile non-stop range.

Ryan Aeronautical Co., meanwhile, is testing a pilotless flex-wing glider that would be towed by a helicopter. The flex-wing can be attached to a cargo container weighing 1,000 pounds, towed 100 miles to destination, and landed by remote control.

Ground equipment is one of the knottiest problems connected with air freight. Airports usually do not have much truck room. One well-known firm, Fruehauf Trailer Co., already has established an airline division which, among other things, is working on a container pool program.

Operating through a central control, Fruehauf proposes to build containers to suit customer needs, handle maintenance, and collect from the customers through the airlines. Such an arrangement would permit one-way trips for containers. Air freight forwarders, badly smitten with merger fever, would be helped tremendously.

Cargo terminals are coming into their own at the nation's airports.

The new Dulles International Airport at Washington, D. C., has a large air freight terminal building scheduled to go into operation this December. It will be 450 feet long and 60 feet wide with 18 bays roomy enough for 2 truck docks each.

The grand-daddy of air freight terminals however, is the new Orly terminal at Paris, France. Its building encloses 313,400 square feet of floor space and can be expanded to 4 times its present size. All told, there are facilities for 23 airline and 37 forwarding agents.

Air cargo growth rate, opinioned the Civil Aeronautics Board's chief planning officer recently, hinges on education. He emphasized an obvious fact: The major advantage of air cargo is not in cents per ton-mile comparisons with alternative transport. It lies in permitting economies in the entire production-warehousing-distribution system of each company."

Challenge of Future

Such are the elements of the "new, highly competitive age in transportation." Those who would be giants indeed are engaged in a "fierce struggle for traffic." For many of them it is a fight for survival.

Compounding the complexities of the transport industry is the myriad of state and federal laws beginning with the Act to Regulate Commerce which became effective in 1887 and created the ICC. The ICC's tools have been broadened and strengthened through the years until today the agency has some degree of regulation over 133,000 carriers and carrier organizations.

Most shippers now have unlimited access to freight transportation suited to their needs. Public transport has grown in size; with it has grown a government tendency to increase regulation wherever possible. Transport of the most flexible kind at the same time has become increasingly available in private hands.

The tug-o-war naturally centers on the motor carrier system because it is blessed with the greatest mobility. Trains must follow tracks, barges must follow rivers and canals, pipelines are static, and aircraft are tied to airports. Only trucks can travel to the door.

Whatever alignment the transportation giants of the future make, trucks and the men who drive them can expect challenging opportunities.

Where the drivers are Teamsters, the challenge will be met.

Safe Drivers Awarded Watches Employer Guilty Of Unfair Anti-Union Acts



Two members of Teamster Local 126 in Fond du Lac, Wis., recently received company awards of gold watches in recognition of 10 years of driving without a chargeable accident. They were Donald Rymer and Clarence Ziegler. Shown (left to right) at the presentation ceremony were: Edward A. Schneider; William A. Wetzel, Local 126 secretary-treasurer; Rymer; Milt Van De Leest, terminal manager for Olson Transportation Co.; Ziegler, and Elmer Berenz. Schneider and Berenz have 12 and 13-year safe-driving records respectively. James A. Nyswonger, Sr., not in the photo, has a 21-year safe driving record with the company. Altogether, about 150 of the Olson Co., drivers have established a record of 1,951 years of driving with 118 million miles.

40,000 Jobs a Week Lost to Automation

John I. Snyder, chairman of U.S. Industries, Inc., New York, estimates automation is costing the U.S. 40,000 jobs a week.

That's 2,080,000 jobs a year, and 10 times the number estimated by the U.S. Department of Labor.

As a remedy for the social impact of thousands and thousands thrown out of work by machine, Snyder proposes a shorter work week to spread existing jobs.

Members of the Senate labor subcommittee took Snyder's testimony to heart as he is a manufacturer of automation machinery. He also is the first businessman to appear before a committee studying automation to testify freely. Others have been tight lipped for fear of giving away business secrets and thus creating an adverse effect upon profits.

Snyder branded as a myth the generally held belief that automation would create new jobs, and that displaced workers could find employment by moving to other cities.

Snyder put his finger directly on the social impact of automation by saying:

"There would be no point in automating if an equivalent number of workers were required to build and maintain the new machines and systems."

Teamsters Respond



Members of Teamster Local 397 in Erie, Pa., responded recently to a plea for help from the Erie Zoological Society desirous of buying dress harness for two Cyldesdale horses. Shown during the presentation of a \$733 check to the Society were (left to right): L. J. Miniger and Cass Dombrowski, president and business representative respectively of Local 397, and John Cochran, president of the Erie Zoological Society. Also on hand was "Billy," one of the Zoo's horses—"Lucy," the mare, was in the zoo's "maternity ward" at the time.

• San Diego Contract

Some 200 members of Teamster Local 481 recently won a new contract with more than 20 tire stores after a short strike.

Besides substantial wage gains over a 3-year period, the tiremen won a seventh paid holiday on their birthday.

The employers also agreed to a commission plan covering brake and front end men.

• Canadian Workshop

Teamster officials in Western Canada met Oct. 23-24 in Vancouver, B. C., for their first Western Canadian Workshop. Preeceding the workshop was a meeting of the Canadian Coordinating Committee.

• Bakery Drivers Meet

One hundred delegates to the Teamsters Union National Bakery Conference meeting in Los Angeles at mid-August agreed to continue the program for gaining dental plans for all bakery drivers belonging to the IBT.

Teamster Gift to University



Officials of Teamster Joint Council 81 present gift to Creighton University. E. F. 'Bill' Noble (left), Council secretary, and Albert S. 'Bert' Parker (right), Council president, discuss gift to student loan fund with Creighton president, the Very Rev. H. W. Linn. The \$5,000 gift to the university will booster a loan fund from which deserving students may borrow while in school and repay after graduation. Interest rates are modest. The Teamster gift will enable 48 students to finance their education in the next five years.

Thirty-Five Years



Mack Houston (left), steward for Local 743, Chicago, is shown receiving a 35-year service award from J. C. Staehle, of Aldens, Inc. Houston, a warehouseman, serves on Local 743's advisory board and on the union's credit union committee. He has represented his local union at several conventions of the International Brotherhood of Teamsters.

• First to Retire

Brother Ted Swanson of Missoula, Mont., retired recently after nearly 30 years' Teamsters Union membership, the first from Local 448 to receive benefits from the Teamster pension program.

Swanson served as secretary-treasurer of Local 448 for a 20-year period ending in 1957. He originally joined the union in March, 1934.

Want Teamsters Back

Joining the growing list of organizations calling for the re-admission of the International Brotherhood of Teamsters into the AFL-CIO is the Alameda County-Oakland, California, Building and Construction Trades Council.

At a recent meeting, the Council expressed the sentiment that readmission of Teamsters to the AFL-CIO is long overdue and that there is a groundswell of sentiment across the nation for the AFL-CIO to take this action.



FROM the FIELD

Iowa Teamsters Win Accolade

Teamsters Union members in Iowa have won both acclaim and gratitude from the Iowa Society for Crippled Children and Adults, Inc., headquartered in Des Moines.

Rolfe B. Karlsson, executive director of the Society, recently wrote a letter to General President James R. Hoffa expressing appreciation for Teamster aid since construction of a camp for handicapped children and adults got underway 2 years ago.

Karlsson thanked Hoffa and the IBT in general for the "wonderful help the Teamsters of Iowa" have given in getting the camp built. He cited several local union leaders, the donation of labor, and the overall continuous and enthusiastic "cooperation and thoughtfulness" of the Teamsters Union members.

Karlsson concluded in his complimentary letter that "the Teamsters in Iowa will always have friends at Camp Sunnyside as a result of their efforts."

Charter Member Dies in St. Paul

George Pangborn, a charter member and first president of Teamster Local 319 in St. Paul, Minn., died recently.

Pangborn served several years as president and later as trustee right up to the time of his retirement last June.

He was the first member of Local 319 to enjoy the benefits of the Teamsters pension.

Local 783 Plans New Location

Teamster Local 783 in Louisville, Ky., recently purchased a 3½-acre tract where a new local union headquarters will be constructed.

Howard L. Haynes, Local 783 secretary-treasurer, said that in addition to offices, the building would contain recreation facilities for active and retired members.

Institute Honors Western Locals

Teamster Local Unions 578 in Los Angeles and 692 in Long Beach recently were honored by the Catholic Labor Institute in Los Angeles for the significant contributions they made during the past year to industrial peace in the LA area.

Death Ends Long Career

Reed J. White, secretary-treasurer of Teamster Local 603 in St. Louis, Mo., died recently. He had been a member of the Local union since it was organized and granted its charter in 1913.

White served Local 603 as an officer for 36 years. He was elected to the post of recording secretary in 1927 and was named business representative in 1932. He was appointed to the office of secretary-treasurer in 1960 upon the death of Patrick Burke,

and was elected to the job later the same year.

The Local 603 executive board named John O'Malley, who has served as trustee and business representative, to fill White's unexpired term.

Leonard Helps Start Foundation

George F. Leonard, secretary-treasurer of Teamster Local 203 in Los Angeles and a former all-time football great at Washington State University, is a founding director of a new national football foundation.

The organization is composed of 15 prominent sports figures and businessmen and is known as the Howard Jones Memorial Awards Foundation in honor of the late USC coach.

Eberl Retires At Local 221

A. P. Eberl, long-time Teamster Union leader in Minneapolis, retired recently after 37 years as an active member. Eberl's last post was secretary-treasurer of Local 221, a job he held since 1941.

He first became a member of the union in 1926. Through the years he served as a vice president of the Minnesota Federation of Labor and was on the executive board of Teamsters Joint Council 32 for 6 years.

Eberl, a leader in the Teamsters Construction Conference of Minnesota, helped negotiate several statewide contracts through the years.

Local 856 Has Paper

Teamster Local 856 in San Francisco, Calif., is the latest affiliate of the International Brotherhood of Teamsters to come up with a formal union publication.

The small paper, "856 Memorandum," will be published quarterly according to Rudy Tham, secretary-treasurer.

Long-Time Officer Dies in Brooklyn

Alfred Koehler, a member of the advisory board and a charter member of Teamster Local 46 in Brooklyn, died in late September. He was also a member of the executive board and vice president of Teamster Local 323 before merger with Local 46.

WHAT'S NEW?

Test Glare Reaction, Night Blindness

A testing device to determine glare-reaction and night blindness makes it possible to train drivers in greater safety. This night vision and glare recovery test uses sealbeam headlights to provide test conditions that simulate actual night-driving situations to produce authentic reactions. It measures a driver's reaction to sudden night glare, ability and time to recover, and range and sharpness of vision in dim light. It also determines night blindness.

Deficiencies thus revealed may then be corrected, or the man can be taught to compensate for certain limitations—and become a safer driver. The unit has been used for some time at New Jersey Accident Prevention Clinics and is now available commercially.

Voltage Regulator Is Transistorized

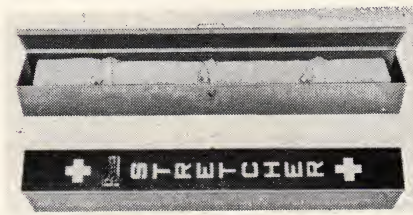
Trouble-free performance on alternator-equipped trucks, tractors, buses and other heavy-duty vehicles can be provided with a newly-introduced transistorized voltage regulator. This solid-state regulator is available in models for negative or positive ground systems requiring up to 10-amp field current. Included are these features: No moving parts, simple 1½-volt range adjustment with screwdriver, polarity protection, built-in electronic relay and extra-deep-finned construction for faster heat dissipation.

Convert Hydraulic Brakes to Dual System

Any hydraulic brake system can be converted to a dual system by means of a new valve in which one branch supplies brake fluid to the vehicle's front wheels, while the other branch supplies the rear wheels. In the event that a leak occurs in either a hydraulic

line or wheel cylinder, the valve automatically seals off the faulty circuit when braking pressure is applied. Thus loss of brake fluid is prevented and braking power maintained in the vehicle's other two wheels. Until the leak has been repaired and the valve reset manually, the leak remains sealed off during subsequent brake applications. According to the manufacturer, it takes only 30 to 45 minutes to install the valve near the master cylinder in place of the usual T connection. Four models accommodate all American-made heavy-duty vehicles.

New Folding First Aid Stretcher



The manufacturer claims that this stretcher can be used in otherwise inaccessible places, can be carried through narrow crooked passageways, on stairways, up and down ladders, through trapdoors, manholes, etc., all this without the slightest danger of patient slipping.

A full length zipper allows the patients to be placed on cot etc. and stretcher removed without lifting the patient from the stretcher. It lifts out in two halves, leaving the patient undisturbed.

Made of two-ply heavy-weight canvas with wood slat reinforcements, it features three web straps to secure the patient and leather handles at each corner and at center of sides to make it easy to carry. Size in service is 28" x 78" and it folds to 6" x 58" for storage. A metal storage canister is optional.

Diesel Fuel Conditioner Stops Rust, Corrosion

Rust and corrosion in fuel systems and tanks can be prevented by employing a new diesel fuel conditioner from Wisconsin. Added to diesel fuel it's said to keep injectors clean and to eliminate the need for reverse flushing. It is designed to disperse carbon, sludge and water.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington 18, D. C.

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.

Lamp Accessory Stops Wire Damage, Dirt Entry

Dirt is prevented from entering a vehicle lamp through use of a molded-rubber plug that is threaded to fit ¼-inch threaded sockets. It is installed in the conduit opening when the conduit is not used in a snap seal lamp. The bullet-shaped plug holds the wire firmly to the lamp and keeps out dirt.

Inexpensive Safety Device Detects CO

An inexpensive detector for carbon monoxide gas consists of a 2 x 2 inch plastic plate that contains a substance that turns gray on exposure to CO, but clears up in fresh air. The cost is low.

Air Deodorizer For Trucks, Taxis

Stale smoke and other offensive odors in vehicles can be killed with a new air deodorizer. Designed for truck and taxis, the unit is pine-scented and clips to the sun visor. It is adjustable and turns on and off as needed.

Battery Tester is Tiny but Effective

Although it measures only 4¾ inches long, a new midget battery tester is said to perform as efficiently as a full-size hydrometer. It stores in an unbreakable vacuum container.



LAUGH LOAD

Inflation Oration

When modern fathers talk of thrift,
They say in voices shrill:
"The boy must learn the meaning of
A twenty-dollar bill!"

—Dick Emmons.

Wonderful!

The honeymooners were walking
arm-in-arm along the beach. Suddenly
inspired by the occasion, he exclaimed,
"Roll on, thou deep and dark blue
ocean, roll on!"

His bride gazed at the ocean for
awhile, then cried, "Oh Herman,
you're wonderful! It's doing it!"

What a Thrill!

First steno—I hear you had a date
with our handsome new office manager
last night.

Second steno—Yes, we went to a
fancy supper club. The orchestra
played soft music; the lights were low.
It was just lovely—until he put his
hand under the table and I thought
he wanted to hold my hand!

First steno—What happened?

Second steno—He slipped me the
check!

Time Marches On

Suitor—Is that an eight-day clock?

Girl (bored)—Why don't you stay
a little longer and find out?

Great Expectations

Handsome bachelor trucking execu-
tive (to cute secretary): "Doing any-
thing Sunday evening, Miss Jones?"

Secretary (all aflutter): "Not a
thing, Mr. Smith!"

Mr. Smith: "Good, try to be here
on time Monday morning . . . for a
change!"

Fast but Thin

Terminal Manager: "Blackstone! . . .
What are you doing with your feet up
on the desk?"

Rate Clerk: "Uh, well Sir, it's that
economy drive we have on around
here. My eraser wore out and I'm
using my rubber heels."

Protecting the Vittles

A heavy lunch basket brought by an
old couple to the county fair was being
carried by the wife. Suddenly, in the
midst of a thickening crowd, her
grizzled mate took it over.

"It is burdensome, Pa," she said
gratefully.

"I know it," replied the old fellow,
"but there's always a chance of you
gettin' lost."

You're Fired

The head of a television network
who was having trouble with his pro-
gram department called in his execu-
tives for a lecture:

"Look," he said. "You guys have
got to get on the ball. That's all there
is to it. If we have any bottlenecks
around here, I want you to get rid of
them, and get rid of them immediately.
Now, who has any suggestions?"

From the rear of the conference
room a junior executive piped up.

"Sir," he said, "I've had some ex-
perience with bottles and from that
experience I can tell you, the necks
are always at the top!"

More Than a Couple

Forklift Operator: "I can't sleep
nights."

Shipping Clerk: "Have you tried
taking a couple of drinks each night?"

Forklift Operator: "Yes, and that's
why I can't sleep . . . when I go home
afterwards, my wife won't let me in
the house!"

Stork Variation

A baby rabbit had been pestering
its mother all day. Finally the ex-
asperated parent replied: "You were
pulled out of a magician's hat—now
stop asking me questions."

They'll Need It

A rich asbestos manufacturer built
a fine house just across the street from
the minister of the local church. The
manufacturer and his family then pro-
ceeded to enjoy themselves in what
seemed to the minister to be a very
worldly fashion and not once did he
see them in church on Sunday.

But the minister was never known
to speak ill of anyone. He only said to
his wife:

"Dear me, they must have great
faith in asbestos."

Shock Treatment

Doctor: "Say 'Ah-h-h.'"

Patient: "I didn't come for an ex-
amination. I came to pay my bill."

Doctor: "Ah-h-h!"

Self-Conscious

Hubby—It's queer, but the biggest
idiots seem to marry the prettiest
women.

Wife—Oh, now, you're trying to
flatter me.

Critic

"There are so many rude interrup-
tions, Mr. Chairman," complained the
speaker, "that I can hardly hear myself
speak."

"Don't let it bother you," piped up
a voice from the rear. "You're not
missing anything."

Anything But

Diner Waitress: "Now what, Mac?
Do you have something fresh to
complain about this morning?"

Diesel Truck Driver: "Not this
time, Doll . . . it's my eggs!"

Only Solution

"Madam, I represent the Society
for the Suppression of Profanity. It
is our object to take the strong lan-
guage right out of your life, and we—"

"Come here, father. Here's a man
who wants to buy our old car."

Domestic Definitions

Honeymoon—The vacation a man
takes before going to work for a new
boss.

Lunch—What we have for dinner
when father is away.

Ambitious wife—The power behind
the drone.

FIFTY YEARS AGO

in Our Magazine



Vol. X

(From the November, 1913, issue of the *TEAMSTER*)

Number 11

Proceedings of the General Executive Board Meeting

Double Pay For Holidays

Boston has inserted in all schedules of the different local unions that a minimum wage must prevail; also that all members shall receive pay for all holidays, and double pay if they work on any of the holidays, and in Boston there are more holidays during the year than in any other city, owing to the old, patriotic customs still prevailing there.

Other news from the New England area reports that 40 of our members were locked out in Providence, R. I., because they joined our organization. They were employed by the Providence public market and were members of Local 189. It is rather strange that employers in this enlightened age are so absolutely unfair as to deny a man the right to join a labor union, but still we find, even in the oldest part of our country, New England, where this condition prevails.

FACTORY FIRE KILLS 50-75 WORKING GIRLS

How many more hundreds of working girls and women must be roasted alive in factories before factories will be built from which workers can escape in case of fire?

At Binghamton between 50 and 75 working girls and women were burned to death in a blaze which devoured the shop they worked in before they were able to escape.

The Binghamton disaster would be somewhat less appalling if it stood in a class by itself; if its shocking details were not characteristic of a large number of similar disasters of the past and of disasters that are likely to occur in the coming years.

Editorial

We are still anxious that each of our members shall obtain a copy of the Journal each month. There is no reason why every one of our fifty thousand members should not have the Journal in his home each month. It costs nothing, except the sending in of the member's address by the secretary-treasurer of the local union. We are mailing out each month thirty thousand copies. We want the names and addresses of the remaining twenty thousand. Are you one of those who receive the Journal, and do you know of any one of

the members of your local who does not receive the magazine? If you do get this brother to go to the secretary of his local and insist on the secretary forwarding his name and address to this office. . . . Each month hundreds of copies of the Journal are returned to this office by the post office department when it finds it impossible to deliver the magazine. Therefore when you move and change your address, the first thing you ought to do is to have the secretary of your local send in your change of address to this office.

Union Domination vs. Safety

At last we have been told definitely what is causing all those disastrous wrecks on the railroads. We used to think that the awful sacrifice of life on certain railroads was due to frenzied finance. We had been led to believe also that the old wooden cars were somewhat to blame for the heavy loss of life in the collisions which seem to be "just happening" with an uncanny regularity.

Now it appears, however, that the average man's guess about the underlying reasons for these calamities was way off the mark. The "respectable" press had just discovered the real reason. It is labor union domination that has caused all these wrecks. It is labor union domination that caused those ancient wooden passenger coaches to crumple and incinerate the helpless victims in the ruins of each succeeding smash-up.

Who would have thought it? After striking and struggling for

safety ever since their inception, the labor unions are now accused of framing and formulating rules that cause death and disaster.

If the labor unions have accomplished anything at all, they have surely led in establishing safeguards for the prevention of accidents. Wherever it has been possible to compare the number of accidents in a unionized mine, factory or workshop of any description with the roll of accidents in similar plants employing unorganized labor, the figures proved that the employment of organized labor invariably meant great safety for employes and the public.

Union domination in the transportation industry has reduced the excessive hours of toil of employes; it has insisted that a sufficient number of experienced and competent men shall be employed on each train and ship, thus insuring better service and greater safety for all.



At the recent meeting of the General Executive Board the question of educating the General Officers and organizers on the automobile was taken up. It was the opinion of the Board that all officers and organizers should understand the operation of the automobile and the Board went on record as advising all officers and organizers to acquaint themselves with such technical knowledge of the auto as might be necessary in discussing the wage scales of chauffeurs who now, or may hereafter, hold membership in the International Union.

In other developments, the General President and General Secretary-Treasurer reported as to the financial condition of the organization, also as to our numerical strength, and gave an accurate statement of the conditions in Cincinnati, Cleveland, Buffalo, Boston and other cities. The report was received by the Board and it was unanimously agreed that the present condition of the International Union was better than ever before.

The Board adjourned on Thursday, Oct. 9, 1913, to meet again at the call of the chair.

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As the Days Grow Shorter
Let's Drive with EXTRA CARE

The coming of winter means chilly winds, ice, and snow. Chances for accident multiply rapidly in the cold weather twilights of morning and night. Consider the manner in which the changing season affects the road and the people on it. Then drive with extra care.